



Project Overview

Tier Two







Study Process





STAKEHOLDER INVOLVEMENT

Identify Transportation Needs Develop & Evaluate
Alternatives for
All Modes



COMPLETED TIER ONE FEIS/ROD JANUARY 2013

Tier Two

STAKEHOLDER INVOLVEMENT

Detailed Engineering and Environmental Studies of Preferred Alternative

COMPLETION TIER TWO FEIS/ROD WINTER/EARLY SPRING 2014











Regional Mobility National Truck Freight Model developed for Illiana **Corridor Study to estimate** long-distance truck trips 8,000 23,000 One of largest container ports in the U.S., Indiana including two existing and two planned 6,000 intermodal facilities and over 150 distribution facilities in the region





Transportation System Performance Report Findings

- Lack of multi-lane east-west roads
- Lack of continuous east-west roads
- High population & employment growth
- Vehicle trips will increase by 126% by 2040
- Forecasted heavy traffic volumes
- I-80 congested & assumed at full build out



by 193% by 2040

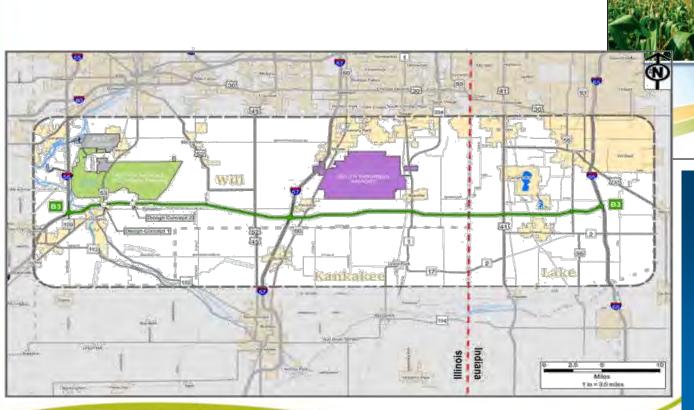






Illiana Corridor Tier Two Studies

 Preferred Corridor Recommendation of B3 and No Action Alternative the starting point for Tier Two



First combined
FEIS/ROD
issued in
country under
new MAP-21
streamlining
provisions

Illiana Corridor

What does Illiana do for the Region?

TRAVEL BENEFITS

- Reduce truck travel on local roads by 46 million miles
- Travel time savings outside of Study Area
 \$2.7 Billion over the life of the improvement
- Less congestion on I-80 and surrounding roads



JOBS

- 18,000 more jobs accessible in 30 min commute.
- 9,000 Construction Jobs
- 28,000 Long-Term Jobs

ECONOMIC OUTPUT

- \$1.4 Billion in Short-Term &
- \$4 Billion in Long-Term Economic Output



B3 Environmental Footprint

Tier One Footprint

- Best Available GIS Data for avoidance and impact evaluation
- Standardized 400' Wide corridor with conceptual interchange Layouts
- Side Roads not included in footprints

Tier Two Footprint

- Utilize Environmental Field Survey for avoidance and impact evaluation
- Includes Design Footprints for Interchanges and Side Roads
- Includes Design Footprints for Mainline
- Includes application of detention/treatment opportunity areas
- Includes access roads to land locked parcels

Tier One Footprint

Tier Two Footprint



Working Alignment Measures Potential Impacts

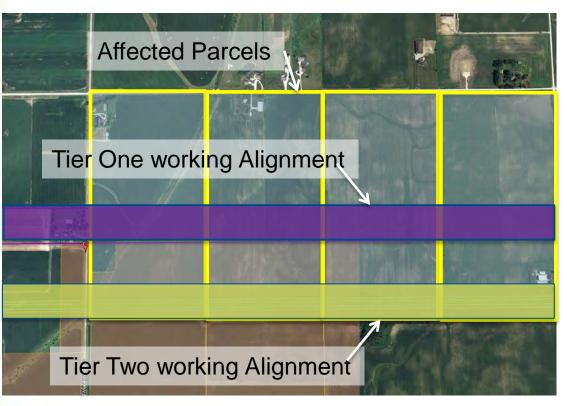
- Alignment location will move
- Actual alignment will be finalized fall 2013



Working Alignment Adjustments



Concept Revisions Reduce Farm Severances



- A 300 acre reduction in severances was possible by shifting the alignment 800' south for ten 80 acre parcels
- Over 25 large parcels have significant reductions in severance due to alignment adjustments





Alternatives to be Carried Forward

Tier Two









Interchange Analysis





- Alternatives Evaluated based on:
 - Impact evaluation
 - Safety
 - Traffic Operations
 - Stakeholder Input
 - Constructability



- Initially locate at state highways
 - State highways are necessary truck route connections
- 2 new interchanges considered in Tier Two
 - CH 43 / Wilton Center Road
 - IL-50







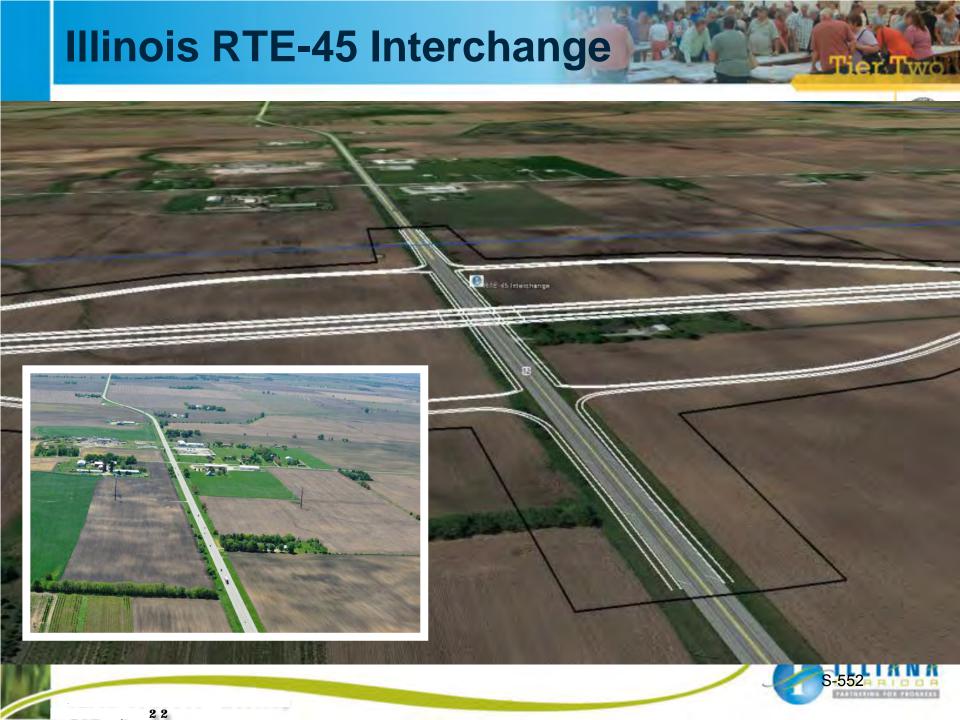
Illinois RTE-53 (Option)







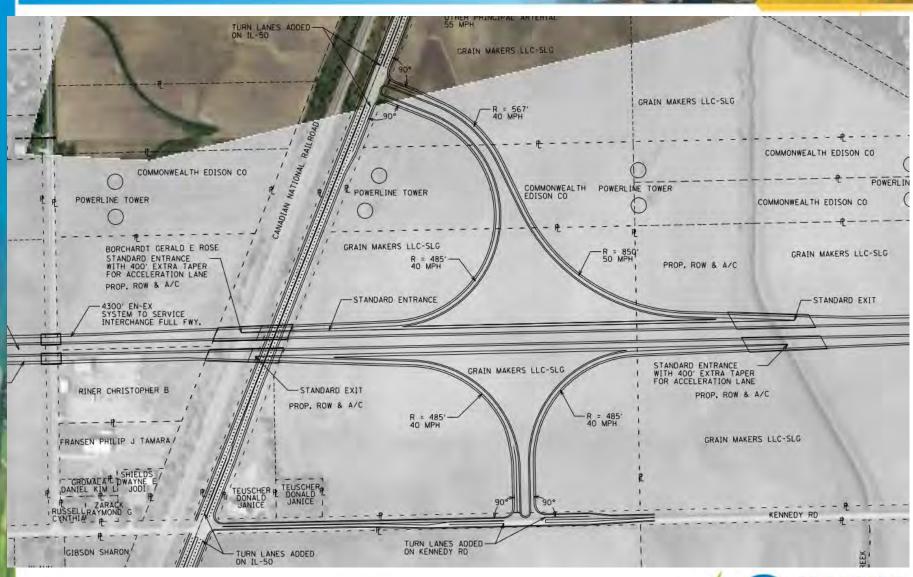
Wilton Center Road Interchange



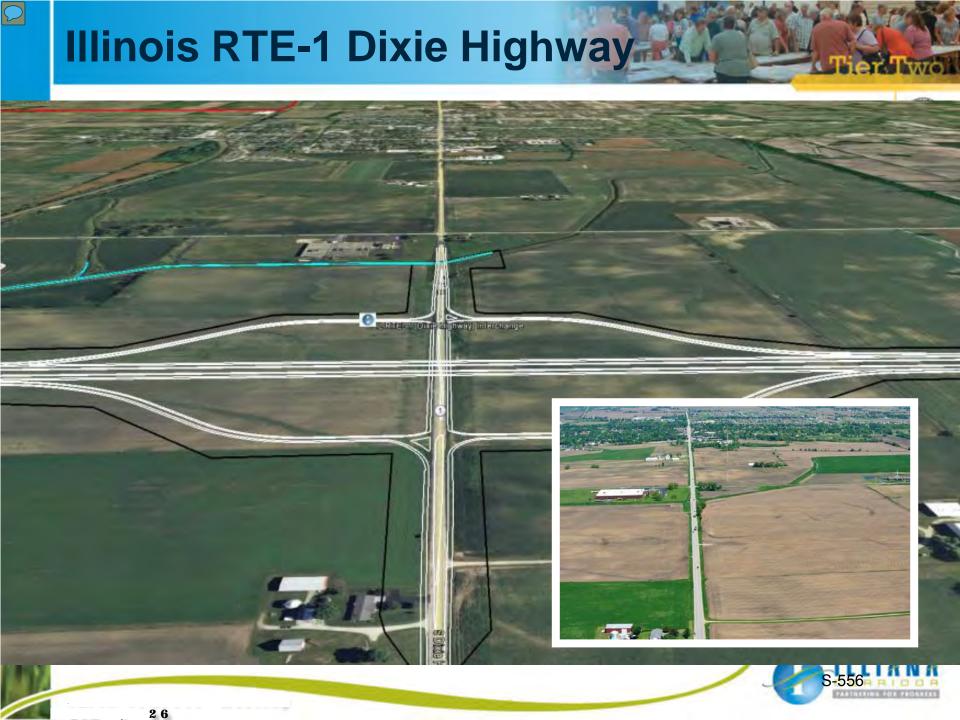




IL 50









Indiana RTE-55



I-65 System Interchange





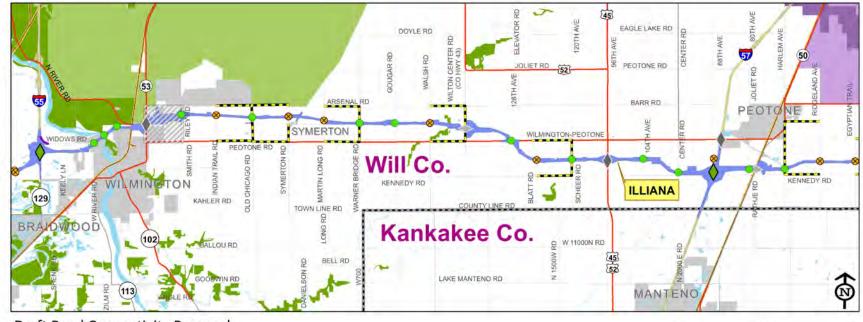




- **Economic Considerations**
- **Emergency and School Routes**
- Landowner Access
- **Future Land Use**
- Coordinated Extensively with:
 - Emergency Services
 - School Districts
 - Farm Operations
 - Local Road Agencies
 - Local Officials

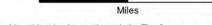
RESULT: Many crossroad overpasses have been added





Draft Road Connectivity Proposal





2.5

- * Crossroad connectivity is currently under evaluation and is subject to change through the Tier 2 process.
- ^ Potential local access interchange locations were added following the conclusion of Tier One studies. These locations are warranted to be kept open with a grade separation regardless of whether an interchange is built.





Draft Road Connectivity Proposal

Lege	nd		
Crossing Road Status		Freeways	South Suburban Airport (Inaugural)
	Open	Highways	South Suburban Airport (Ultimate)
8	Under Consideration for Closure*	Arterials	Natural Areas
\Diamond	Interstate Interchange	Collectors Local Road	River, Stream and Lake County Line
	Interchange	Railroad	
	Route if Road is Closed		
_	Proposed Frontage Road		

* Crossroad connectivity is currently under evaluation and is subject to change through the Tier 2 process.



Miles

Date: 6/26/2013



- Current Road Connectivity Plan in Washington Township:
 - Ashland Ave. open (Ashland over)
 - IL 1 full interchange (IL 1 over)
 - Cottage Grove Ave. open (Illiana over)
 - Stony Island Ave. closed
 - Yates Ave. open (Illiana over)
 - Klemme Rd. closed
 - State Line Road open (Illiana over)





P3 Development

Tier Two







P3 Development Steps



- Illiana P3 Industry Forum held June 24 & 25
- Request for Qualifications Fall 2013
- Request for Proposals Winter 2013/ Spring 2014

Evaluate
Commercial
Options

Procurement Process





Next Steps

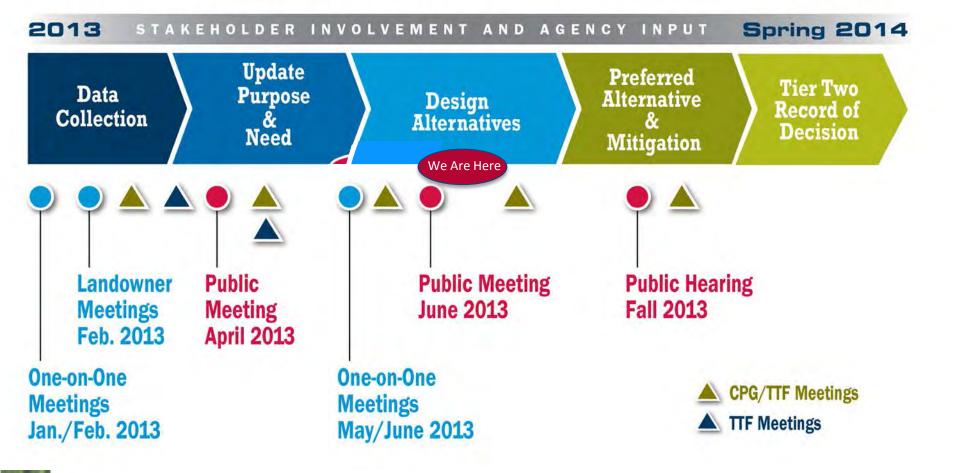
Tier Two







Tier Two Stakeholder Outreach





Next Steps



- Alternatives carried forward into Tier 2 Draft EIS
- Land surveys continue
- Stakeholder outreach











STAKEHOLDER MEETING SUMMARY Washington Township

Date: July 1, 2013 Time: 7:00 PM

Location: Washington Township Hall

As part of its regularly scheduled board meeting agenda, IDOT was invited to make a presentation to the Washington Township board following a stakeholder meeting with Supervisor Mike Stanula on June 19, 2013. The primary purpose of the presentation was to present the study process, alternatives to be carried forward, P3 activities, and next steps. S. Schilke did a presentation and fielded questions from the board and public attendees afterward. The following items were discussed:

- There were many questions on compensation available for property owners who were not directly impacted, but were in close proximity to the Illiana Corridor. S. Schilke indicated that there was currently no mechanism for such compensation under state and federal law. He also stated that allowable mitigation could come in the form of noise abatement, where warranted by policy, and also by sight screening using trees or other plantings. There are three to four board members who are affected by being in close proximity to the corridor.
- One board member suggested the state could buy a wider corridor, in effect to allow the purchase of homes just outside the corridor, as well as to allow for future planning and improvements. The I-80/94 route was given as an example of a route that couldn't be expanded due to right of way constraints and adjacent development. S. Schilke indicated that the corridor had previously been adjusted as a result of similar stakeholder comments and where it made engineering and environmental sense to do so; however, the purchase must support a public purpose related to the transportation need of the project.
- Several board members were concerned about the effect of the road closures on the roads remaining open. S. Schilke stated that detour routes would be looked at and upgraded where necessary, but that the overall effect of traffic is not anticipated to have a much greater impact due to the low volumes currently on those routes.
- The board also asked if IDOT had examined detour routes for vehicle accidents that would shut down
 the expressway. They requested that IDOT evaluate this and ensure that all roads to be used for
 accident detours would be satisfactory to handle the traffic.
- The Vincennes Trail extension was discussed. S. Schilke indicated that IDOT had met with the Forest Preserve District of Will County (FPDWC), and that they are supportive of allowing a future trail crossing at Cottage Grove, as long as there is a way to get back to the abandoned railroad grade where the trail was first envisioned to be located. S. Schilke also reiterated the FPDWC's difficulty in getting property or easements along their desired route and that it may be eventually located elsewhere.
- The board expressed concern that the Illiana Corridor will increase their roadway maintenance requirements and inquired about how they could apply to receive additional funding beyond their current MFT allotment. S. Schilke said he would look into this issue.
- An audience member inquired whether Beecher would get a separate pot of planning funds from IDOT, or whether the county would get all the land use planning funding being provided for the project. S. Schilke indicated the county would get the grant as most of the route is in unincorporated Will County, but the county could choose to apportion some of the money to Beecher, and directed any such request to the county.



• IDOT was invited to the next Beecher/Washington Township intergovernmental meeting to make an updated presentation.

The Illiana portion of the meeting concluded at approximately 8:30 PM.

Attendees:

Steve Schilke/IDOT Katie Kukielka/AECOM Rick Powell/PB Washington Township board meeting attendees

Remote attendees: None

DRAFT



401 E. Mississippi Ave., P.O. Box 435, Elwood, IL 60421 - (815)423-5011 - Fax: (815)423-6861

July 15, 2013 – 1:00PM

Illiana - Elwood

AGENDA

- Sign in
- Introductions
- IDOT study update
- Overall Illiana discussion/update (5-10 min)
- Illiana IL-53 study focus
- Engineering study calculations/assumptions
- Input data sources
- Other meetings/discussions How/Why
- Safety ICC
- Environmental Livability
- Noise Impact Study



DATE: 7/15/2013

LOCATION: Village Hall - Community Room

TOPIC: Illiana - Elwood

10116.11	Ilalia - Elwood			
NAME	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
Max Bosso, P.E.	Marin 30	401 E. Mississippi Ave. Elwood, Il 60421	max.bosso@villageofelwood.com	815-423-5011
Nick Narducci	Modery around	401 E. Mississippi Ave. Elwood, Il 60421	nicknarducci@comcast.net	815-423-5011
LIKE GOLIAS	11/2	3815 Could be Wemphis 38152	makolias ememplas edy	908-202-5479
Sterr Schilke	MIL	201 V. Center Ct.	Steven. Schilke a flinois	847.705.4125
Ron Shimizu	Lough a Mini	Parsons Brinde-hoff 230 w, Monroe, Chicago IC	chimizur (opbworld.com	312-803-6638
JESSIE SLATION	John Schol	PARSONS BRINCKERHOFF 230 WIMONROE, SUITE 900	Staton jl@phuored.com	312.294.5662
KATIE KUKIELKA	Stattle Skulkichka	100T, 201 W. center court	katie kukielka @illinois.gov	847-705-4126
MARY LUPA	Mary Lupa	5chaumburg, 11 230 W MONROE # 900 CHG060696	LUPA@PBWORLD. (Om	312-803-6662
Fred Hayes	082	401 E. Mississippi Ax Elwood	fred hopes Quilyestelwood Com	815-423.5339
Marty Lipinda	Makes	3315 Control Are, Menglo, TN 33112	MIpinsk Brumphio edy	001-678-3279
SICK BONEN		230 W. MONROY ST. SUITE 900 CHICAGO 11 60606		312-330-7477
				
			-	

Meeting Summary

Village of Elwood

Date: July 15, 2013 Time: 1:00 PM CDT

Location: Municipal Building, Elwood, IL

A stakeholder meeting was held to provide an update on the status of the Illiana Corridor study, to discuss issues pertaining to IL-53 in Elwood and its potential interchange with the Illiana, to discuss engineering study/calculations and assumptions used in generating traffic and population/employment estimates, as well as input data and sources, safety issues including railroad grade crossings regulated by ICC, and environmental and livability issues including air quality and noise. The village brought in two guests from Memphis State University, Dr. M. Lipinski and M. Golias, who have extensive nationwide experience in studying the unique transportation issues related to intermodal and logistics centers.

- The indirect and cumulative impact interview, which was ordinarily performed as part of previous municipal meetings with other communities, was deferred at M. Bosso's request; he indicated he will fill out the questionnaire after today's meeting as he will have a more informed perspective. R. Powell offered M. Bosso a telephone interview with Allan Hodges of PB's Boston office to talk through the interview responses. A. Hodges can be contacted at 617-960-4890 or by email at hodges@pbworld.com.
- M. Bosso introduced the village representatives and guests and explained each person's role in the village's ongoing relationship with the intermodal/logistics business, which is by and large the dominant force shaping the village's character and future. Chief Hayes came from Joliet, where he was chief, and has seen the law enforcement side of the intermodal business in his tenure at Elwood. N. Narducci explained "we are in the intermodal business" by virtue of this relationship, and the village is proactive in looking for solutions to existing problems. Because of the village's years of experience with intermodal issues, they often offer consulting advice to other communities looking to locate an intermodal. N. Narducci continued to explain that quality of life is a serious issue in Elwood because of all the existing truck traffic, and that the village will need to explain increased impacts from the Illiana to its residents, and why or why not these impacts can or will be mitigated. There was a recent crash in the village where a car driver was hit by an intermodal truck and has permanent brain damage. He also stated his opinion that the traffic at the Abraham Lincoln National Cemetery, where veterans' burial services take place, is only going to increase over time, and may be exacerbated by increased background traffic on IL-53. Traffic problems along IL-53 have led to reported problems for those attending such services.
- N. Narducci expressed concern for traffic operations at Abraham Lincoln National Cemetery. There are sometimes 30 funerals a day, and may increase to as much as 80 in the future, with a few thousand total daily visitors.
- S. Schilke gave an overview of the project status. The study is in the process of determining the alternatives to be carried forward for further analysis in the Draft

- Environmental Impact Statement, which is anticipated to include interchange options at either IL-53 or offset one mile to the east at Riley Road to address a connection of Illiana to IL-53. A formal public hearing will be held in October 2013 (tentative).
- R. Shimizu was asked to explain the overall modeling effort. He stated the base model was CMAP's travel demand model, which was upgraded to include truck freight movements that are not adequately captured by CMAP's "static" model. He explained that CMAP's "static" model is based on 1990 data and was developed using FHWA's Freight Analysis Framework 3 (FAF3) freight model and projections to the year 2040 for long distance trips. Shorter (50 mi. and less) trips were also captured using a regional truck model. In addition, interviews with intermodal developers, traffic counts in or near existing intermodal facilities and other locations, and Bluetooth-based Origin/Destination surveys were conducted. M. Lupa also stated that cars were kept separate from trucks in the modeling, and that trucking operates on different time frames than car traffic. N. Narducci asked if logistics businesses were interviewed. R. Powell responded that IL Trucking Association and intermodal developers were interviewed, but individual logistics warehouses were not contacted directly. Some may have offered public comment at different times. N. Narducci also asked why the Manhattan proposed intermodal was not explicitly included in the intermodal traffic generation. R. Shimizu responded that it was not in as advanced a state of planning or development as the others; M. Lupa and R. Powell responded that the traffic studies do consider local planning uses and develop trip generations from these uses that would account for some logistics trips. However, these projected trips are limited by distribution of the control total of population and employment within the area that are allocated to the communities; the study doesn't automatically assume aggressive growth plans at face value, and checks and balances with other communities' growth plans are made.
- R. Shimizu continued that the "no build" scenario was the original basis for modeling, and will still have continued population, employment and traffic growth due to the continued growth, primarily in Will County, and due in part to continued development of intermodal/logistics business. The study in Tier One tested several alternatives, and looked at 3 alternatives in detail, all with non-tolled, and 30 to 60% tolled scenarios at the end of Tier One. As a result of this analysis, Corridor B3 and a no build alternative were selected to go forward into Tier Two.
- R. Powell stated that the Tier Two studies are moving forward with a tolled scenario, assuming for the purposes of the Tier Two EIS analyses a 40% traffic retention scenario, along with sensitivity analysis to see what happens if the retention rate differs from 40%. (40% meaning the facility would be projected to carry 40% of the traffic of a non-tolled facility due to the aversion of some drivers to pay a toll). The village asked where the 40% number was derived. R. Shimizu and M. Lupa stated that Stantec, a subconsultant to PB, was developing proprietary toll revenue forecasts for the project, using the PB model as a starting point, but then focusing on the Illiana Corridor and traffic diversions. As part of this effort, other data such as the Illinois Tollway and Indiana Toll Road were used, as well as their national experience.
- R. Shimizu was asked to explain the difference between CMAP's policy based population/employment forecasts and the forecasts used in the Illiana study. He explained that both studies have the same overall population control total for 2040; CMAP made certain infill and redevelopment assumptions that would move population density to neighborhoods, mostly in Chicago, Cook and Du Page counties, that were less

dense today, along with other assumptions, that were not considered to be reasonable from a market history and development perspective. For example, CMAP has Chicago at 3.3 million people in 2040, while in actuality Chicago lost 200,000 in population from 2000 to 2010 resulting in a 2.7 million population in 2010. The Illiana study allocates more population and employment than CMAP to areas that are on the edge of existing development, using availability of land and historic market trends, as well as 2040 county and municipal studies from independent forecasters Woods and Poole Economics, Inc. who project population for commercial uses. Illiana also uses a different definition of employment that is intended to capture the cash economy that is not captured by CMAP.

- M. Lipinski discussed the new "inland port" or "freight village" concepts being brought forward over the US. Their goal is to minimize drayage from the rail yard to the distribution centers. Some freight volume assumptions may not hold true if drays are held short. They don't leave the area and then are distributed to the region and the rest of the Midwest. M. Golias stated the main question is how accurate are the Illiana project assumptions for Elwood. Because the Elwood area is so concentrated, with the traffic areas, cemetery, etc., when looking at a "microscopic" scale, these special generators could actually be much worse than on paper.
- M. Bosso indicated he did not know the scope of work for the Illiana consultants, but stated that it is not unreasonable to look at impacts 4-5 miles away from Illiana at Elwood because of its unique situation. The village can have a handle on the future for items it can control, such as installing stoplights/signs in the village where they are warranted, but cannot control the flow of traffic coming into the village from outside.
- N. Narducci talked about jobs and supply chain economics. He stated logistics' whole theory is to cut jobs, to move the goods with a minimum of employees. When Home Depot shut down in Bolingbrook and opened at Centerpoint Joliet, the net result was a decrease in jobs. N. Narducci was concerned about Elwood serving Joliet at the village's expense, and that traffic should be focused on the Arsenal Road interchange. S. Schilke stated that Arsenal Road will not be able to handle everything and has movements that are projected to fail as traffic increases. N. Narducci stated that logistics business must be studied to come up with the solution. S. Schilke mentioned the no build scenario includes adding lanes on I-55 from IL 113 to I-80, and adding lanes at I-80 from US 30 to Minooka exit. Joliet is thinking about building a Houboult Road extension to Baseline Road that might relieve some IL-53 traffic but this will cost several hundred million to implement.
- N. Narducci asked if IDOT can consider putting all the trucks on I-55. Their logistics experts say that I-55 could handle all of the intermodal and logistics traffic through the Arsenal Road interchange with better planning. S. Schilke responded that the traffic flow is not just Centerpoint; Ridgeport is estimated at 12-15,000 trucks a day by 2040, and the developer is higher with their estimate at 60,000.
- M. Lupa mentioned square footage as an estimating tool for generation of truck traffic.
 Manufacturing, logistics, etc. uses all generate different numbers for their uses.
- M. Lipinski mentioned many examples of livability not being considered where intermodal facilities are sited. Intermodal traffic on Laraway Road goes right by a school. Other towns say "yes" without thinking of the consequences. NS Railroad in Memphis built a heavy duty connector road to alleviate overweight truck burden on state highways.

- N. Narducci mentioned Manhattan's proposed intermodal that has no rail service. He stated that Elwood would prevent the use of Hoff Road to act as a truck connection to IL 53. IL-53 is becoming the path of least resistance for trucks out of intermodal facilities.
- R. Shimizu stated the study would provide the village with population and employment forecast information, and that exchanging information would be beneficial because the village may have better data than the study team on some items.
- M. Golias mentioned that large rail terminals attract 80% trucks, 20% cars, and few workers.
- M. Lipinski discussed Walter Strawn and the issues with ICC in upgrading the existing grade crossing.
- Chief Hayes added some information about an incident at Walter Strawn where a semi
 truck was hung up on the grade crossing and an Amtrak was approaching. The only
 reason the train was able to stop was because of its approaching at a slower speed due
 to an unrelated caution order.
- S. Schilke stated that this is not just an Illiana issue; there are existing problems today, and that High Speed Rail further complicates the issue. Hoff Road meets signal warrants. A signal in front of the cemetery could be considered, but requires coordination with ICC for the railroad. The study team is limited in what we can do as far as relocating the road or the railroad.
- N. Narducci offered that not initially building the IL-53 interchange could be a potential
 cost saving measure for the Illiana construction. Elwood does not support an
 interchange at IL-53 because they feel it would cause an increase in truck traffic through
 their community. Their goal is to get trucks in and out of the village as quickly as
 possible.
- S. Schilke responded to the concerns related to IL-53 by citing the nature of the road, that it is an underutilized Class II truck route and a SRA route. It is reasonable to expect that there will be truck traffic on the road.
- N. Narducci continued by asking if alternate solutions to IL 53 access could be explored. He encouraged the study to speak with logistics people about how to get trucks to the Illiana without using IL-53. The village is meeting with all the logistics firms tomorrow and could set up a joint meeting with IDOT. He also stated the previous assumptions of what would develop with Centerpoint Elwood were all wrong and the village has the benefit of 10 years of experience here. The village is also concerned about the grade crossings on the parallel UP rail line the increased rail freight traffic is anticipated to cause more traffic delays than the High Speed Rail, which moves fast through the crossing.
- R. Shimizu asked of origin destination information could be obtained from Centerpoint.
 M. Golias responded that origin-destination is very difficult to obtain, and that the data is constantly changing due to changing customers.
- M. Golias cited the Memphis example as an example of where freight data could be obtained. Some information can only be obtained by paying for it. Some data is proprietary, and getting international freight shipment data depends on the relationship with the trading countries. By 2040 many new issues will be present, such as increased Panama Canal traffic, so there is much uncertainty about future freight movements.
- M. Bosso asked about environmental issues, livability issues, and what Elwood could expect to be addressed as part of the Illiana study. S. Schilke responded that application of IDOT criteria depends on the impact. IDOT is looking at some impacts along the IL-53

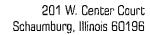
corridor at Midewin to address specialized environmental concerns such as grassland bird habitat. However, if IDOT is not adding a lane or physically altering the location or grade of IL-53, current policy would not warrant a noise study beyond the project limits. N. Narducci stated there are few homes along IL-53 that would be of noise concern, and safety is really the prime concern here. However, if IDOT was not proposing a connection to IL-53, the increased traffic issue would not be a concern to the village, at least from the part contributed by Illiana.

- N. Narducci asked who was in support of the IL-53 location, and that Midewin, Elwood, Wilmington, and the Abraham Lincoln National Cemetery oppose it. S. Schilke responded that Joliet, Manhattan, and the Will County Farm Bureau are supporters, and that from a traffic perspective it makes the most sense to get the trucks to the Illiana as quickly as possible.
- M. Bosso and N. Narducci asked who the contact for environmental, noise, safety, and operations studies would be. S. Schilke responded K. Kukielka is the best contact for Illiana issues, and that safety and operations would be the primary components since the project is not in the traditional area where local environmental impacts directly from the project would be evaluated under NEPA. S. Travia and J. Fortmann would handle IDOT issues other than Illiana.
- M. Bosso will contact logistics companies to arrange an IDOT meeting.
- M. Lipinski stated as a result of this meeting, they will likely not focus on the socioeconomic aspects of the project so much. They will focus on big picture aspects of safety, operations, and the unique features of the IL-53 corridor.
- M. Golias asked some general questions about the traffic counts and information gathered for the four intermodals mentioned in Illiana – Centerpoint Elwood, UP Joliet, Ridgeport, and Crete.

The meeting concluded at approximately 4:00 PM CDT.

Attendees: See attached

Remote Attendees: none.





100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

MEETING SIGN-IN SHEET

Date: 7/20/13		
Location: WILMINGTON	CAT NAW	
Purpose: STAKGMADGL		
Name 1. .ch one 2. Acicia Hanlon 3. Katie KUKIEIKA 4. To se GRAFF 5. Colleg Zema. tis 6. Stoke Schille 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Representing Brows Bincherhoff Will Co Exec's IDOT/AECOM Coty of M./m. wash	hyillings.c 15-90V 6N-ZZ-con -il.com
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Meeting Summary

City of Wilmington

Date: July 30, 2013 Time: 1:00 PM CDT

Location: Municipal Building, Wilmington, IL

A stakeholder meeting was held to provide an update on the Illiana Corridor study, to discuss the range of mainline alternatives proposed for the upcoming Alternatives to be Carried Forward Technical Memorandum (ACFTM), to discuss issues pertaining to the Lorenzo Road, I-55, and IL-53 interchanges in Wilmington including potential interchange layouts and locations with Illiana, and to discuss traffic estimates for Illiana and the surrounding road network.

- S. Schilke gave a brief overview of the Tiered study process and the progress to date, including the proposed sectioning of the project into 12 sections for environmental analysis purposes in the ACFTM.
- S. Schilke stated the ACFTM will be released by August 6, 2013, and there are several issues to be resolved before this release, mostly concerning the IL-53 access issue. There will be public comment for a minimum 14 day period after the ACFTM is released. The ACFTM will be on the project website.
- S. Schilke explained the process by which both the I-55 Wilmington Study interchanges at IL-129
 and Lorenzo Road were absorbed into the Illiana study. The I-55 Wilmington study is being
 incorporated into the Illiana project, with the I-55 Wilmington study consultant Benesch now
 providing a supporting role for the Illiana study at the Lorenzo Road interchange location.
- S. Schilke and R. Powell presented the mainline alternatives being considered primarily in sections 1, 2, 3 and 4. S. Schilke later presented the alternatives further east to I-65. Section 1 issues with the west frontage road and Section 2 issues with the Gartke property drainage plan were discussed. Sections 1, 2 and 4 currently have one mainline alternative footprint proposed. Section 3 was presented as three mainline alternatives recommended to be carried forward: 3A (the previous Tier Two footprint), 3B (an alternative that misses a wetland and Bobcat Field south of the Kankakee River, but incurs additional residential impacts north of the river), and 3F (which combines the avoidance of 3B on the south side with the residential avoidance of 3A on the north side).
- T. Graff commented that there are some advantages to taking out city-owned Bobcat Field such as the realignment of Widows Road; the city is looking to acquire maintenance from the county and is looking at relocation of the road through the city property. He also commented that 3B may be undercounting residential impacts. S. Schilke and R. Powell committed to re-checking the screening. The 3B alignment was commented on, and property "severances" may be an additional item to evaluate since the impacts associated with the 3B alignment appear to be primarily the severance of deep residential lots along the south side of Widows Road, rather than impacts to buildings. This severance may lead to more "total takes" of property than 3A.



- Interchange alternatives were discussed at IL-129. The diverging diamond traffic pattern was
 described by S. Schilke as giving precedence to turning movements, which could help getting
 trucks in and out of the proposed RidgePort facility. A conventional diamond is also being
 carried forward.
- IL-53 interchange alternatives were discussed. T. Graff reiterated the city's support of the Old Chicago location, and the desire to re-route truck traffic from IL-102 to Old Chicago to keep it out of downtown. S. Schilke stated there will be additional alternatives brought forward. In addition to the IL-53 parclo and Riley Road diamond that were presented at the Illiana Tier Two Public Meeting #2, one or two additional Riley Road alternatives could be carried forward to address property impacts, Old Chicago will be brought forward (likely with a re-designed configuration), and a No Access option will be carried forward to determine the range of impacts to IL-53 traffic depending on interchange type and location.
- S. Schilke indicated current public support of interchange locations by municipalities, interest groups, resource agencies.
- A. Hanlon had several questions on the timing of the NEPA process and opportunities for public involvement. S. Schilke indicated that the ACFTM, the DEIS public hearing, and possibly the preferred alternative (in advance of Resource Agency concurrence) will have public comment periods. He also stated the features of the current MAP-21 legislation allowing the ROD to be issued without the previous 30-day wait period which allowed additional resource agency and public comment.
- R. Powell presented the latest traffic modeling results for impacts to IL 53, IL-102, and the Illiana depending on IL-53 access or no access by location. He described that the further the IL-53 service interchange is moved to the east, traffic on west part of Illiana, as well as IL-53 through Midewin, decreases.

The meeting concluded at approximately 4:00 PM CDT.

Attendees: See attached

Remote Attendees: none.

Sign In Sheet

Name	Organization	Phone #	, Email Address
1<1ch Powel	Parsons Bruckerhoff	3123307477	panel we phat Id. com
Stere Schill	IDOT	847705-4125	Steven, Shille a Hinis sou
Jeff Ronaldson	MCDH	815-727-8476	jranaldson @ will countrillinging om
Katie Kukielka	1DOT/AECOM	847-705-4126	katie. Kukierka @illinois.gov
EMC WESEL	WILL CO. HWY DEPT.		,
BRUCE GOULD	1) 1) 17 17		
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Meeting Summary

Will County Highway Department

Date: July 30, 2013 Time: 12:00 PM CDT

Location: Will County Highway Department, Joliet, IL

A stakeholder meeting was held to provide an update on the Illiana Corridor study, to discuss the range of mainline alternatives proposed for the upcoming Alternatives to be Carried Forward Technical Memorandum (ACFTM), to discuss issues pertaining to Will County highway issues related to Illiana, and to discuss traffic estimates for Illiana and the surrounding road network.

The following items were discussed:

- S. Schilke gave a brief overview of the Tiered study process and the progress to date, including
 the proposed sectioning of the project into 12 sections for environmental analysis purposes in
 the ACFTM.
- S. Schilke went through the project alternatives from west to east, focusing on specific issues at the I-55, IL-53, Wilton Center and IL 50 interchanges.
- S. Schilke presented an access plan for landlocked parcels near Wilton Center, and also presented the options that were considered for providing access near Symerton. The county had no position on either of these proposals.
- B. Gould indicated that Will County would provide public comment to CMAP regarding inclusion of the Illiana in the proposed Go to 2040 plan amendment.
- B. Gould indicated the county had not taken a position on the location of the IL-53 interchange; he indicated IL-53 appears to be the best connection point from a transportation perspective and is concerned about reduced travel on Illiana and additional travel on county roads if the IL-53 access is placed as far east as Old Chicago Road.
- B. Gould also indicated that the City of Wilmington has not formally initiated a jurisdictional transfer request for the county portions of Old Chicago Road or Widows Road, which were previously discussed between the City of Wilmington and the Illiana team.
- B. Gould also stated that the Wilton Center interchange concept appears to be reasonable as
 the only direct connection to a county highway by the project. E. Wesel reiterated the concern
 about improvements that may be necessary at the US 52/Wilton Center Road intersection to the
 north of the interchange. It currently has a substandard intersection design and heavy traffic may
 require some improvements.
- R. Powell provided traffic estimates for 2040 along Wilton Center near the proposed interchange; the traffic in 2011 was 1950 ADT; traffic north of the interchange is projected to be 4700 in the 2040 no action alternative, and 16,000 in the 2040 Build with interchanges at Wilton Center and at or near IL-53.

The meeting concluded at approximately 2:00 PM CDT.



Attendees: See attached

Remote Attendees: none.



Meeting Summary

Wilton Township

Date: August 26, 2013 Time: 4:30 PM CDT

Location: Wilton Township offices, Wilton Center, IL

A stakeholder meeting was held to provide an update on the status of the Illiana Corridor study, and to discuss issues pertaining to alignment alternatives, interchanges and property access in Wilton Township.

- S. Schilke explained the various alternatives from approximately IL-53 to US 45/52, and pointed out the details in differences between Alternatives 6A and 6B which go through Wilton Township. R. Nugent was concerned about additional traffic on Wilton Center Road and stated that Hoff Road is not an acceptable route for truck traffic to get from IL-53 to Wilton Center. R. Nugent asked about the extent of upgrades to Wilton Center. S. Schilke indicated that there will be some, mostly limited to the interchange area, but that the county had also asked IDOT to look at the intersection of Wilton Center and US 52 on the curve in Wilton Center. S. Schilke explained that the Alternatives to be Carried Forward Technical Memo would be released soon, and includes an opportunity for public comment. He verified that another round of public comment would commence with the release of the DEIS and public hearing in late 2013.
- S. Schilke went over the various options that had been looked at for providing access to landlocked properties between Wilton Center and 128th Ave., and the Will County Farm Bureau's prior review of those options. R. Nugent stated the options (5 and 6) that follow existing property lines look best, and he would consider taking maintenance of a continuous road between Wilton Center and 128th if it was built by IDOT or P3 developer to acceptable standards.
- R. Nugent asked about a property on Walsh Road near the corridor on the south side. He asked if IDOT or the P3 developer would have any responsibility if a bridge to the south were to fail and leave the property owner landlocked. S. Schilke indicated he would need to research the issue and get back to Mr. Nugent.
- R. Nugent asked about the timing of the land acquisition process and the wait time for a "hardship" request to be bought out in advance of the regular schedule for land acquisition. S. Schilke indicated the ROD would trigger the start of land acquisition, likely by March 2014. He explained that hardship cases also take some time to settle, even though they are willing sellers, due to the process of listing the property on the open market, as well as the various other processes required to close the transaction such as appraisal and negotiation. R. Nugent requested the following items: IDOT Landowner handout, hardship process explanation, a map of the alternatives through Wilton Township, a map of the access road options, and IDOT specifications for an access road if it were to be built. R. Powell indicated he would provide the items via email.
- R. Nugent requested to be added to the CPG mailing list.





The meeting concluded at approximately 6:30 PM CDT.

Attendees: Steve Schilke – IDOT

Ray Nugent Jr. – Wilton Township Rick Powell – Parsons Brinckerhoff

Remote Attendees: none.



201 W. Center Court Schaumburg, Illinois 60196

100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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MEETING SIGN-IN SHEET

Date: OCTOBER Location: FLORENCE Purpose: STA KGNOU	- 11, 2013 CE TWP. Hru OG MGGTING	
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Meeting Summary

Florence Township

Date: October 11, 2013 Time: 10:30 AM CDT

Location: Florence Twp. Building, Symerton, IL

A stakeholder meeting was held to update the township on items of local interest and the Illiana Corridor study in general. S. Schilke gave a brief status update on the Illiana project and the Symerton Road crossing/closure status.

- After the initial study indicated Martin Long Road would be the most feasible local access option, new information from Commonwealth Edison was obtained that indicated \$3 million in electric transmission adjustment would not be necessary. Thus, Symerton Road is now the most feasible crossing of the 3 options studied (Symerton Road, Martin Long Road, and extending Commercial Street to Warner Bridge Road). The township and village representatives concurred that Symerton Road was their preferred option.
- A. Darr asked about the location of the Illiana in relation to the Village of Symerton, and he and W. Quigley asked how the noise abatement would be addressed. S. Schilke responded that the alignment had been moved further north from the Tier One working alignment to address stream crossings and also to move it farther away from the village. Noise studies are currently underway but the results are not in yet. There is a federal process for eligibility that is followed by IDOT for noise abatement based on criteria for absolute noise level, change in noise level, and allowable cost per eligible receptor for treatment. A. Darr commented that there are warning sirens that may be obscured by the traffic because of their current placement, and asked IDOT to look into the issue.
- S. Schilke gave an update on the study status. There may be a preferred alternative identified in the Draft Environmental Impact Statement (EIS). The public hearing is anticipated in December 2013, and a Record of Decision in spring 2014.
- W. Quigley had questions about drainage and how it would be handled. S. Schilke indicated that
 drainage would either be outletted in the state ditch or the tiling would be replaced within state
 right of way with higher strength tile. W. Quigley described a tile system north of the village and
 draining to the creek to the west that may be intercepted.
- W. Quigley and J. Hadrys had questions about the start of construction and the CMAP process. S. Schilke stated that construction could start in mid-2015 to 2016, depending on progress in completing the EIS, land acquisition and utility adjustments. He also stated that a positive CMAP MPO Policy Committee vote on October 17 is needed to complete the EIS and that Indiana has to follow a similar process with NIRPC. If the CMAP MPO Policy Committee vote is negative, it could delay the process. S. Schilke stated that Will County Executive Larry Walsh is on the MPO Policy Committee. He also stated there were other potential items that could cause delays such as the Tier One lawsuit, a similar lawsuit in Tier Two, or delay in settling condemnation cases through the court system.



- W. Quigley had several questions about who will oversee the Illiana once it is built, and what if
 there is a default by the P3 concessionaire. S. Schilke responded that IDOT was authorized by
 the Illiana legislation to collect tolls and will oversee the facility. The state will purchase the land
 and if there is a default, the state retains ownership of the land and the built facility.
- J. Hadrys and W. Quigley inquired into the status of the IL-53 connection. They prefer the township not be responsible for maintaining Riley Road if the interchange is there, and also recommended the state or county be the maintaining jurisdiction. J. Hadrys looked up the MFT allocation for Riley Road and stated it was \$1200 per year, not enough to maintain a truck route. W. Quigley asked whether having a truck route would direct additional funds to the township if it were the maintaining party; S. Schilke stated that maintenance status would need to be negotiated if the interchange is at Riley. The IL-53 direct connection attracts the most traffic, but there are Section 106 impacts if a direct connection is made. The 3 options at Riley were discussed, with 2C retaining a dead end of existing Riley road north and south of the Illiana, and constructing a new Riley Road to the west where the interchange would be. For all locations where a dead end will occur on a township road, J. Hadrys indicated his preference for a cul-desac (although a hammerhead would work) to avoid back-up movements in the turnarounds. The radius should be large enough to accommodate a snowplow and garbage truck, and can be offset to one side or another if property impacts need to be avoided.
- J. Hadrys asked if IDOT could determine the public right of way at Martin Long where it will cross the Illiana. R. Powell responded that he would try to find the information if it had been gathered.

The meeting concluded at approximately 12:30 PM CDT.

Attendees: See attached

Remote Attendees: none





100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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MEETING SIGN-IN SHEET

MEETING SIGN-IN SIZET			
Date: 10/28/13			
Location: OTA OF WILMINGTON			
Purpose: STAICENOL			
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Meeting Summary

City of Wilmington

Date: October 28, 2013 Time: 3:00 PM CDT

Location: City offices, Wilmington, IL

A stakeholder meeting was held to update the city on the progress of the Tier Two EIS. S. Schilke briefed the attendees on the status of the Draft EIS and identification of a preliminary recommended preferred alternative.

- S. Schilke stated that the current schedule for Draft EIS release is end of November 2013, with public hearings in mid December 2013. He noted some of the key items still being coordinated are the Biological Assessment (with a new candidate endangered species considered), the bistate air quality consultation, and the preliminary Section 106 Effects Assessment Report for historic properties.
- S. Schilke briefed the attendees on the status of a preliminary recommended preferred alternative, including the Lorenzo Road interchange, a Diverging Diamond Interchange design at the IL-129/Illiana/I-55 interchange, the alternatives under consideration through the City of Wilmington, inclusion of the Alternative 4A-2C Riley Road offset interchange as a preliminary preferred location, inclusion of the interchange and frontage road at Wilton Center Road, a preliminary preference for the Section 6B alternative over the 6A alternative (noting efforts to further decrease the wetland impacts associated with 6B), the I-57, IL-50 and IL-1 interchanges, and status of road closures/roads to remain open including keeping Symerton Road open and closing Martin Long Road.
- M. Orr stated the city is amenable to an interchange at Riley Road; T. Graff stated the city would still prefer it at Old Chicago Road. S.Schilke stated that the township does not want to maintain Riley Road after it is reconstructed between South Arsenal and Wilmington Peotone Road as part of the interchange placement. IDOT is likely to be the maintaining agency for this section of Riley Road when Illiana is built.
- The John P. Lynott Summer House was discussed as a Section 106 historic property that the IL Historic Preservation Agency (IHPA) identified as eligible for the National Register on October 23, 2013. It was previously recommended by the study team as not eligible. S. Schilke explained how the alternatives were recently refined to minimize impacts to this property, and that a recommendation for a preferred alternative through this area would not be made until there was further coordination with the IHPA.
- T. Graff and M. Orr requested they be informed of the preferred alternative status as soon as it is resolved, and S. Schilke stated he would do so.
- M. Orr requested the study team investigate providing a crossing of I-55 connecting Strip Mine Road and Kavanaugh Road. S. Schilke stated he could not commit to adding a crossing as a project element, but would investigate including it in the Tier Two EIS in order to provide an



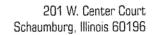
environmental clearance for the crossing should it be pursued either in Illiana or as a separate project.

- Frontage road options were discussed at the Lorenzo Road interchange.
- Drainage issues near Riley Road were discussed. S. Schilke stated that several measures will be examined to correct long-standing drainage problems at Riley.

The meeting concluded at approximately 4:30 PM CDT.

Attendees: See attached

Remote Attendees: none





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	MEETING SIGN-IN SHEET	Γ
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Meeting Summary

Village of Manhattan

Date: October 29, 2013 Time: 11:00 AM CDT

Location: Village offices, Manhattan, IL

A stakeholder meeting was held to update the village on the progress of the Tier Two EIS. S. Schilke briefed the attendees on the status of the Draft EIS and identification of a preliminary recommended preferred alternative.

- S. Schilke stated that the current schedule for Draft EIS release is end of November 2013, with public hearings in mid December 2013. He noted some of the key items still being coordinated are the Biological Assessment (with a new candidate endangered species considered), the bistate air quality consultation, and the preliminary Section 106 Effects Assessment Report for historic properties.
- S. Schilke briefed the attendees on the status of a preliminary recommended preferred alternative, including the Lorenzo Road interchange, a Diverging Diamond Interchange design at the IL-129/Illiana/I-55 interchange, the alternatives under consideration through the City of Wilmington, inclusion of the Alternative 4A-2C Riley Road offset interchange as a preliminary preferred location, inclusion of the interchange and frontage road at Wilton Center Road, a preliminary preference for the Section 6B alternative over the 6A alternative (noting efforts to further decrease the wetland impacts associated with 6B), the I-57, IL-50 and IL-1 interchanges, and status of road closures/roads to remain open including keeping Symerton Road open and closing Martin Long Road.
- The John P. Lynott Summer House was discussed as a Section 106 historic property that the IL Historic Preservation Agency (IHPA) identified as eligible for the National Register on October 23, 2013. It was previously recommended by the study team as not eligible. S. Schilke explained how the alternatives were recently refined to minimize impacts to this property, and that a recommendation for a preferred alternative through this area would not be made until there was further coordination with the IHPA.
- K. Sing inquired as to why there is a button hook at Riley Road rather than taking the route directly south to Wilmington Peotone Road from the interchange. S. Schilke explained the avoidance of the Water's Edge subdivision was a consideration, but that other options such as straightening out the button hook with S-curves or going directly south could be considered.
- K. Sing expressed the Village's preference for a direct connection to IL-53. R. Powell stated that
 neither the Will County Board nor the Will County Executive had taken an official position on the
 IL-53 interchange location, but that the Will County Highway Department preferred a direct
 connection. S. Schilke explained that the IL-53 direct connection would preclude an expansion if
 it were ever needed due to constraints of a residential neighborhood and Midewin, and that the
 Riley Road offset location offered greater flexibility.



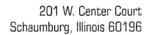
• S. Schilke briefly described the P3 procurement process and that the state was looking at a potential 35 year availability payment program. IDOT would control the toll collection and toll rates, and that within the agreement period the tolls collected are anticipated to exceed the availability payment, generating net revenue to the state.

The meeting concluded at approximately 12:15 PM CDT.

Attendees: See attached

Remote Attendees: none







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MEETING SIGN-IN SHEET

Date: 10/29/13		
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Location: PEOTONG VILLAGE NEW		
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Name 1. Pick Power 2. Share Peck 3. Kattle KUKIEIKA 4. George Grang 5. Richard Duran 6. STEVE SCHILKE 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19.	Pertons Pertons 100T	Email Address powellwe poworld.com pecks@poworld.com katte Kukieika@illinois.gov admin & silver of peotone.com stoven.schilke@illinois.gov
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Meeting Summary

Village of Peotone

Date: October 29, 2013 Time: 9:00 AM CDT

Location: Village offices, Peotone, IL

A stakeholder meeting was held to update the village on the progress of the Tier Two EIS. S. Schilke briefed the attendees on the status of the Draft EIS and identification of a preliminary recommended preferred alternative.

- S. Schilke stated that the current schedule for Draft EIS release is end of November 2013, with public hearings in mid December 2013. He noted some of the key items still being coordinated are the Biological Assessment (with a new candidate endangered species considered), the bistate air quality consultation, and the preliminary Section 106 Effects Assessment Report for historic properties.
- S. Schilke briefed the attendees on the status of a preliminary recommended preferred alternative, including the Lorenzo Road interchange, a Diverging Diamond Interchange design at the IL-129/Illiana/I-55 interchange, the alternatives under consideration through the City of Wilmington, inclusion of the Alternative 4A-2C Riley Road offset interchange as a preliminary preferred location, inclusion of the interchange and frontage road at Wilton Center Road, a preliminary preference for the Section 6B alternative over the 6A alternative (noting efforts to further decrease the wetland impacts associated with 6B), the I-57, IL-50 and IL-1 interchanges, and status of road closures/roads to remain open including keeping Symerton Road open and closing Martin Long Road.
- The John P. Lynott Summer House was discussed as a Section 106 historic property that the IL Historic Preservation Agency (IHPA) identified as eligible for the National Register on October 23, 2013. It was previously recommended by the study team as not eligible. S. Schilke explained how the alternatives were recently refined to minimize impacts to this property, and that a recommendation for a preferred alternative through this area would not be made until there was further coordination with the IHPA.
- G. Gray stated that the village had started to receive their share of the Illiana land use grant from the county and had other planning efforts underway. They asked that the study team provide them with information on the configuration and footprint of the Wilmington Peotone Road interchange as early as possible, if it were to be altered by the Illiana project. S. Schilke agreed to provide the information as it became available. He also stated that the Circle K/McDonald's entrance is placed close to the ramp, but that the county is limiting new accesses on Wilmington Peotone Road from that entrance all the way to the former railroad crossing to the east, and this restriction will adversely affect efforts to locate new businesses. J. Slaton was contacted during the meeting and provided the following information:
 - The no-build condition at I-57 and Wilmington-Peotone requires improvement to the interchange at this location. The improvement required by the Illiana includes only the



- addition of a second SB left turn lane (to make a total of 2 left turn lanes) at the I-57/Wilmington-Peotone SB ramp.
- Without the Illiana, the no-build condition requires the installation of traffic signals, an EB LT lane, a WB RT lane, and a NB RT lane at the NB ramps.
- Without the Illiana, the no-build condition requires the installation of a traffic signal, a single SB LT lane, and a WB LT lane at the SB ramps.
- An evaluation was performed of the taper/storage lengths needed for the EB/WB turn lanes in the no-build condition to accommodate the volumes, but she did not have the information readily available.
- o The proposed interchange footprint at Wilmington Peotone Road, in addition to existing right of way, would accommodate all the above improvements. J. Slaton also clarified that even though the footprint provides the accommodations, the interchange improvement elements may not be constructed as part of the Illiana project since all but the additional left turn lane at the SB ramp are needed independently of the Illiana.
- o The volumes on 88th Avenue are low due to its being cut off to the south.
- There was a conversation regarding the IL-50 and Illiana interchange. S. Schilke stated that Kennedy Road would likely be maintained by the state from the ramp to IL-50, with status of rebuilt Kennedy Road east of the ramp likely to remain in township jurisdiction. J. Slaton provided additional information.
 - A traffic signal would be required at Kennedy and IL-50 but turn lanes on Kennedy are not warranted. R. Powell mentioned the complications at this intersection due to the CN Railroad grade crossing immediately to the west.
 - S. Schilke commented that Edwin's (the building on the NE corner of Kennedy and IL-50) should be avoided by any corner cuts needed for the Kennedy-IL-50 intersection.
- The intersection at Wilmington Peotone Road and IL-50 was discussed. S. Schilke stated that IDOT will coordinate the improvement of this intersection with the village, possibly as a separate project from the Iliana.
- R. Duran asked if the village needed to provide any further action items. S. Schilke stated that none were needed.

The meeting concluded at approximately 10:30 AM CDT.

Attendees: See attached

Remote Attendees: J. Slaton (Parsons Brinckerhoff) (portion of meeting)



201 W. Center Court Schaumburg, Illinois 60196

100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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MEETING SIGN-IN SHEET

Date: 10/29/13		
Location: WILL COUNTY OFFICES - EXEC.		
Purpose:	rba MEETING	
Name	Representing	Email Address
1. Rick Power	Palsons Blinckalhoft	povelly phonorld com
2. Shane Peck	Parsons Brincherhoff	pecks@ phinorld.com
3. Katie Kukielka	IDOT	katie kukielka @illinois gov
4. Alicia Haulon	Will Co Exec's office	ahanlon ewill countyilling's. C
5. BRUCE GOULD	COUNTY ENGINEER	BELLDEWILLCONT, TUINETS. COM
6. NICK PALMER	WILL CO EXECUTIVE	4
7. LARRY Walsh		Lwalsh @willcountyillinois.com
8. Malfer Adamic		walter Adamic @ att. Net
9. Herb. Brooks, Jr.		Stickes Church a Commast not
10. STAVE SCHILKE	Inot '	steven, schilke @illinas.gov
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Meeting Summary Will County Executive

Date: October 29, 2013 Time: 2:00 PM CDT

Location: Will County offices, Joliet, IL

A stakeholder meeting was held to update the Will County Executive and staff on the progress of the Tier Two EIS. S. Schilke briefed the attendees on the status of the Draft EIS and the identification of a preliminary recommended preferred alternative.

- S. Schilke stated that the current schedule for Draft EIS release is end of November 2013, with public hearings in mid December 2013. He noted some of the key items still being coordinated are the Biological Assessment (with a new candidate endangered species considered), the bistate air quality consultation, and the preliminary Section 106 Effects Assessment Report for historic properties. L. Walsh and others stated that the county discourages having the public hearing in mid-December, citing recent experience with a South Suburban Airport hearing that was poorly received during the holiday season. S. Schilke stated that the schedule is driven by when IDOT can release the signed DEIS.
- S. Schilke briefed the attendees on the status of a preliminary recommended preferred alternative, including the Lorenzo Road interchange, a Diverging Diamond Interchange design at the IL-129/Illiana/I-55 interchange, the alternatives under consideration through the City of Wilmington, inclusion of the Alternative 4A-2C Riley Road offset interchange as a preliminary preferred location, inclusion of the interchange and frontage road at Wilton Center Road, a preliminary preference for the Section 6B alternative over the 6A alternative (noting efforts to further decrease the wetland impacts associated with 6B), the I-57, IL-50 and IL-1 interchanges, and status of road closures/roads to remain open including keeping Symerton Road open and closing Martin Long Road.
- L. Walsh stated his support of Alternative 6B and that the county would provide assistance to IDOT in justifying support for this alternative if asked to do so.
- The John P. Lynott Summer House was discussed as a Section 106 historic property that the IL Historic Preservation Agency (IHPA) identified as eligible for the National Register on October 23, 2013. It was previously recommended by the study team as not eligible. S. Schilke explained how the alternatives were recently refined to minimize impacts to this property, and that a recommendation for a preferred alternative through this area would not be made until there was further coordination with the IHPA.
- L. Walsh requested that the county be informed when the preferred alternative is identified, and S. Schilke indicated he would do so.
- L. Walsh requested the study coordinate with Dan Phelan, property owner at Indian Trail and Illiana, to determine status of relocation and property impact.
- The EIS and P3 schedules were discussed. The Final EIS and Record of Decision is anticipated in March 2014, depending on additional delays caused by factors as mentioned above. A



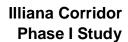
Request for Qualifications will be issued in late 2013, a Draft Request for Proposals (RFP) is anticipated to be issued before the FEIS/ROD, and a Final RFP in late spring 2014 (after the FEIS/ROD).

The meeting concluded at approximately 3:45 PM CDT.

Attendees: See attached

Remote Attendees: none







Meeting Summary

Village of Beecher

Date: October 30, 2013 Time: 2:00 PM CDT

Location: Village of Beecher Office, Beecher, IL

A stakeholder meeting was held to update the President and Administrator of the Village of Beecher on the progress of the Tier Two EIS. S. Schilke briefed the attendees on the status of the Draft EIS and identification of a preliminary recommended preferred alternative.

- B. Barber asked about who engineers the road, who maintains it and who purchases the land under a Public Private Partnership. S. Schilke responded that the P3 Concessionaire would design, build, finance, operate and maintain Illiana. He said IDOT will purchase land and maintain ownership of the right-of-way.
- B. Barber also asked about billboards on Illiana. S. Schilke said the process for locating billboards along the corridor would follow the same rules and permitting procedures that are required for a state road.
- S. Schilke stated that the current schedule for Draft EIS release is end of November 2013, with public hearings in mid December 2013. He noted some of the key items still being coordinated are the Biological Assessment (with a new candidate endangered species considered), the bistate air quality consultation, and the preliminary Section 106 Effects Assessment Report for historic properties.
- S. Schilke briefed the attendees on the status of a preliminary recommended preferred alternative, including the Lorenzo Road interchange, a Diverging Diamond Interchange design at the IL-129/Illiana/I-55 interchange, the alternatives under consideration through the City of Wilmington, inclusion of the Alternative 4A-2C Riley Road offset interchange as a preliminary preferred location, inclusion of the interchange and frontage road at Wilton Center Road, a preliminary preference for the Section 6B alternative over the 6A alternative (noting efforts to further decrease the wetland impacts associated with 6B), the I-57, IL-50 and IL-1 interchanges, and status of road closures/roads to remain open including keeping Symerton Road open and closing Martin Long Road.
- The John P. Lynott Summer House was discussed as a Section 106 historic property that the IL Historic Preservation Agency (IHPA) identified as eligible for the National Register on October 23, 2013. It was previously recommended by the study team as not eligible. S. Schilke explained how the alternatives were recently refined to minimize impacts to this property, and that a recommendation for a preferred alternative through this area would not be made until there was further coordination with the IHPA.
- The EIS and P3 schedules were discussed. The Final EIS and Record of Decision (FEIS/ROD) is anticipated in March 2014, depending on additional delays caused by factors as mentioned above. A Request for Qualifications will be issued in late 2013, a Draft Request for Proposals (RFP) is anticipated to be issued before the FEIS/ROD, and a Final RFP in late spring 2014 (after the FEIS/ROD).



Illiana Corridor Phase I Study

- B. Barber suggested that a financing overview might be helpful at the next Technical Committee Meeting. S. Schilke said that could be done.
- B. Barber said his primary concern is to ensure that the village would have access to utility sleeves under Illiana particularly at the Route 1 interchange. He provided S. Peck with an email exchange with Patrick McAllister of Parsons Brinckerhoff where B. Barber stated he needed a 10' separation on water and sanitary. He estimated needing a sleeve for a 12" watermain on either side of Dixie (Route 1) and a sleeve for an 18" "sanitary" on either side of Dixie. S. Schilke said we would be sure to follow up with the village on this and that he expected similar requests from other municipalities.

The meeting concluded at approximately 4:15 PM CDT.

Attendees: See attached

Remote Attendees: none

DRAFT

WILL COUNTY BOARD LEADERSHIP MEETING MINUTES

November 4, 2013 12:00 p.m.

Frankfort Township Office
Supervisor's Conference Room
11000 W. Lincoln Highway
Frankfort, IL 60423

CALL TO ORDER

Mr. Brooks called the meeting to order at 12:00 p.m.

ROLL CALL

Present were Members: Zigrossi, Moustis, Howard and Brooks.

Absent were Members: Maher.

Also Present: J. Ogalla, B. Friefeld and M. Johannsen.

Present from State's Attorney's Office: None.

APPROVAL OF MINUTES

A motion was made by Mrs. Zigrossi, second by Mr. Moustis, to approve the following minutes: May 16, 2013 regular and executive session; June 6, 2013; August 27, 2013; and October 3, 2013. All in favor

MOTION CARRIES.

PUBLIC COMMENT

OLD BUSINESS

NEW BUSINESS

Meeting with Illiana Corridor Team

Mr. Steve Schilke thanked the committee for the opportunity to update you on the current schedule. We are getting to the end of Tier II. We held a series of one-on-one meetings with most of the municipalities – Wilmington, Peotone, Beecher, Manhattan, going over what we anticipate being the approved alternative. At the last corridor planning group meeting, we released a document called Alternatives To Be Carried Forward which included several variations of interchanges We do have a draft EIS that is currently under review; it is 1000 plus pages – a very large document. We hope to get that signed by the end of November; then we would be looking at a public meeting mid-December – there are a couple issues with the draft

Page 2 of 7

so it may not be signed until December which then pushes the public meeting to January. Hopefully in about 2 to 3 months we will have a hearing on the draft EIS. We need a 30 day period prior to the hearing for review and then 45 days after for public comment. In the draft EIS we will have the preferred alternative. We have done a lot of the analysis within the draft EIS. At the first public meeting we received lot of comments regarding the alignment; it is nice getting to that preferred alternative so now we can show where that is. We are reaching out; when requested, we will come out to a meeting and go over some issues. We are pretty far along with where the corridor is; where the interchanges are. We get the draft EIS sometime in November; have a public hearing later this year and then look to get the record of decision in March of 2014.

Mr. Brooks questioned where the public hearings will be held.

Mr. Schilke replied there will be one in Illinois at Local 150 and one in Indiana at Lowell Middle School. There are 3 outstanding issues with the draft EIS. The first is a historic property that we are close to in Wilmington and we are coordinating with the Historic Preservation. Another issue is that we have identified presence of threatened endangered species and we are coordinating with Fish and Wildlife. There were 3 found in Illinois. One is a potential candidate – the northern long eared bat. There is a sheep nose mussel that was found in a stream in the Kankakee River; and a stem borer moth that was found in 2 places. The last issue is air quality. We are not close to being of air quality concern but we do have to coordinate with USEPA and IEPA. We do not have very many issues with that; it is more coordination efforts - if they can be coordinated all in time. If towards the end of this month, you do not receive notice about the hearing, then most likely one of those issues was not coordinated in time. We are pushing to get this record of decision by early spring. We have been working on the public private partnership simultaneously with the industry forum that was held last June. We had over 650 attendees. We announced about three weeks ago that this P3 will be a design, build, finance, operate, maintain model for 35 years with 2 RFP's – one in Illinois and one in Indiana. That is a change; originally it was one contract but it is very complicated with bi-state issues. It made sense to break it up with an RFP for each; they will follow very similar schedules. Later this month, we will release the RFQ; over the next 3 months we will short list the best candidate and then release the RFP. That is the actual contract package. Right after the record of the decision we will have the contract out there. It is a performance based contract; the goal is how it performs. We are looking to release that in April or May. Our P3 statute is very stringent. It has to go through many boards in Springfield; then we will have an actual hearing with the final 2 concessionaires. Ultimately award and selection by end of next year. Overall we will not start land acquisition until

we get a record of decision. We did identify \$10 million in the program this year for any hardship acquisition

- Mrs. Ogalla arrived at this juncture
- Mr. Brooks asked if the property has been identified or is to be determined.
- Mr. Schilke answered it is yet to be determined. At the public hearing we are looking to have preferred alternative but the preferred alternative will change. At the public hearing we will get comments on the preferred alternative. Ultimately with the record of decision; that is where the footprint will be. Once we get federal approval; that is the final footprint.
- Mr. Howard noted it is staked out 1000 feet. Everyone assumes that is where it will go. When will you start condensing?
- Mr. Rick Powell, Senior Engineering Manager with Parsons Brinckerhoff indicated the right of way will be staked after it is set.
 - Mr. Schilke noted the whole right of way process is 12 to 18 months.
- Mrs. Zigrossi asked in those particular areas where there are endangered species; is there a plan to shift the road?
- Mr. Schilke answered the biological assessment is part of the EIS; we will work it out with the Fish and Wildlife Services.
 - Mr. Moustis asked if it is something difficult to mitigate.
 - Mr. Schilke answered no; just coordinating.
- Mrs. Ogalla questioned if the December 15th is a hard date or is it possible to move it to January after the holidays.
- Mr. Schilke replied it is not a hard date. We are aware of that; there have been a lot of comments. Right now we are trying to get the draft EIS signed as soon as possible.
- Mrs. Zigrossi questioned what steps have been taken regarding pollution and noise control for bordering communities.
- Mr. Schilke replied the noise analysis does not show a noise wall is warranted. We are trying to replace trees on a one to one basis to mask the expressway itself. We are looking at those efforts as more aesthetic treatments; trees, prairie grass. We do have pretty stringent regulations regarding dust and fuel standards. Those are getting looked at as far as incorporating into the RFP; there is nothing on top of what we normally do.
 - Mr. Howard asked about maintenance facilities and if you can do some elevation.
- Mr. Schilke answered if we were to maintain the road, the maintenance facilities would be in a different area than if the concessionaire will maintain it. They would come up with their own maintenance facilities and their own areas.
 - Mr. Howard noted some of the townships have new facilities.

Mr. Moustis stated this current alignment does not dissect too much into farm properties. If that alignment changes, how do you assess actual damages to agricultural property?

Mr. Schilke answered it depends on what comes out of the next couple of months. You are talking about economic remainder. Ultimately it comes down to the appraisal. We analyze that as part of the damages to the remainder. All of that gets worked out almost on an individual basis – all the way down the line.

Mrs. Ogalla noted some properties are owned by the property owner and then leased by a farmer. Does that farmer get any type of support for loss of his income?

Mr. Powell answered everyone on title has to be addressed; anyone with interest in the property.

Mr. Moustis asked if that is part of the damages.

Mr. Schilke answered that is all part of the land acquisition. It depends on the structure of the lease; it is case by case.

Mrs. Ogalla asked how you handle existing drain tiles.

Mr. Schilke answered they had met with the Farm Bureau; the farmers own the information regarding the drain tiles. We have taken all the data we received from the last public meeting; we are doing everything we can. We do have standard specifications that are being addressed in the RFP. If we find drain tile; you have to put it back. Every single crossing has a hydraulic report being prepared for it. We are doing location drainage study; a majority of this will be open ditch. It all depends on case by case basis regarding drain tiles. Those that we know of we are putting on the existing plans.

Mrs. Ogalla questioned how much more time will the surveyors need to be on people's property.

Mr. Schilke replied if we get the record of decision early next year we anticipate the surveyors will be there next summer primarily to finish the plats and legals; then it is the appraisal meetings with the owners. Once the design build firm is on board you will see them in 2015; we will be going through land acquisition by that time.

Mrs. Ogalla asked do you expect any additional property surrounding the path that will be used to get equipment onto the area.

Mr. Schilke answered the staging areas will have to be looked at. If they are using township roads they will need permission. For a big interchange like I-80 and I-57 the equipment could be staged.

Mr. Powell indicated they will probably try to keep as much within the bounds of the right of way; that is land they are allowed to go on.

- Mr. Schilke noted they will probably set up major operations at the interstate; I-55 and Route 129 and I-57 and the Illiana.
 - Mr. Howard questioned if the railroads had looked at this.
- Mr. Schilke replied we met with all Class 1 railroads and they are not interested; it does not make sense.
 - Mr. Howard noted there are many pipelines crossing. Will they have to deepen them?
- Mr. Schilke answered most likely; it depends on what each company will do. We are working with the utility companies right now. We have a lot of pipelines and we are working with all of them.
- Mr. Moustis questioned regarding the P3; will IDOT be responsible for all land acquisition.
 - Mr. Schilke replied yes.
- Mr. Moustis asked on the RFQ will it be for the company to have the ability to build and finance.
- Mr. Schilke answered yes. We anticipate public contribution to be between \$300 to \$500 million; mainly covering land acquisition. Illinois' portion will be about \$70 million. The utility relocation will be a huge cost. That \$300 to \$500 million leverages about \$1 billion worth of improvements. Over the course of 35 years we work out that availability payment. That is what they are bidding on; how much does it cost to operate and maintain for 35 years and the initial construction cost.
- Mr. Moustis questioned at what point we say here is the estimated cost; here is the estimated use. At what point is that part of the study done the actual financial feasibility?
- Mr. Schilke replied we have already looked at this. A lot depends on interest rates; we have a good bid environment we have been coming in way under. With the entire life of the project we do we generally see this road making \$2.4 to \$3.8 billion.
 - Mr. Moustis noted their return comes from the life of the project.
 - Mr. Schilke commented we see it as viable project.
 - Mr. Moustis clarified you will have a number of qualified vendors
 - Mr. Schilke usually you short list 3 or 4
 - Mr. Moustis questioned how detailed is the RFP.
- Mr. Schilke replied that will be a very detailed document, but it is more performance based. We take our standards and incorporate them into here. We talk about the oversight of Phase 3; it is not necessarily our problem it is the bank that is giving the loan. It falls more to the bank to make sure that the product they are investing in is there.
 - Mr. Howard commented you get value engineering with this project; this is positive.

- Mr. Schilke indicated right now our estimate is showing it is a good P3 project. Everything remains confidential and as the process goes, you slowly start putting more out; more and more information will be made public.
 - Mr. Moustis asked if IDOT selects the firm.
- Mr. Schilke answered it goes through a number of steps ultimately to the Governor's office.
- Mr. Howard stated this is a large transportation project. He expressed concern about the secondary roads that will have to be improved to feed into this. He asked Mr. Gould what he sees as the impact.
- Mr. Gould answered much of the impact along this corridor we have not planned for. We did not realize that this was going to come about until a couple of years ago. Based on the traffic that we see utilizing this roadway; that will dictate what we have to do on our system.
 - Mr. Moustis questioned what county roads will be impacted.
- Mr. Gould replied one is where the new interchange will be at Wilton Center Road. They have estimates of what the volume of traffic will be; they are pretty high you could be looking at a multi-lane road and that is not anticipated in this project.
 - Mr. Howard commented the trucks are tearing up the roads now.
 - Mr. Moustis noted the state should take some of that responsibility.
- Mrs. Zigrossi asked with wanting to push truck traffic towards this; where will the weigh station be located?
- Mr. Schilke answered that coordination is part of the RFP. We do not have an answer on where the weigh stations would be needed.
- Mrs. Ogalla clarified that land acquisition would occur after the record of decision. What happens if you do not have concessionaire?
- Mr. Schilke replied that is something the state will then have to take a look at. Do we do protective corridor and keep land acquisition going.
 - Mrs. Ogalla asked you would do land acquisition prior to getting a concessionaire.
- Mr. Schilke answered it will be concurrent. During that process; because it is a design build firm, we would be continuing land acquisition after we have concessionaire awarded.
- Mrs. Ogalla noted with the different firms on the properties, she had asked that a certificate of insurance be issued for them. Where do we stand on that?
 - Mr. Schilke replied we were advised it is not possible.
 - Mr. Moustis asked when you will know the firm date on the public hearing.
 - Mr. Schilke answered you should get the notice in late November.

Ms. Hanlon noted CMAP had to approve Illiana and there is a similar process in Northwest Indiana; they have to add to it their long range plan which is scheduled for December. Do you anticipate that being as contentious as Illinois or do you expect it to go more smoothly?

- Mr. Schilke answered he does not know. They are having a total of 4 hearings.
- Ms. Hanlon questioned if you expect it to be approved or are there any uncertainties.
- Mr. Schilke replied you never know with these types of projects.
- Mr. Brooks thanked everyone for coming today.

Other New Business

<u>ADJOURNMENT</u>

A motion was made by Mr. Howard, seconded by Mr. Moustis, to adjourn the meeting at 1:26 p.m. All in favor.

MOTION CARRIES.



201 W. Center Court Schaumburg, Illinois 60196

100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

MEETING SIGN-IN SHEET

Date:	Vovember 20,2013
Location:	30465 5 Cedar Road
Purpose:	Landowners Update

Name	Representing	Email Address
1. MIKE KINSEUS	•	mikeyk1964@gmail.com
		paul gerald Kinsetta@gmail.com
2. Paul Kinsella		
3. Grevald Kinsella		geraldekinselle@gmail.com
4. Margaret Cabriel		rmg419@5BCG-LOBAL.net.
5. Carmen Kinsella		Carmenakinsella ognail.com
6. MIKE CULLIAN	IDOT-Land Acq.	nike cullian e illinois.gov
7. Rich Hoffman	PB	hoffmany pap powerld.com
8. Shane Peck	PB	pecks@ploworld.com
9. Steve Schilke	IDOT	
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Illiana Corridor Phase I Study

Meeting Summary

Cedar Road Landowners (Kinsella Home)

Date: November 20, 2013 Time: 4:20 PM CDT

Location: 30465 Cedar Road, Kinsella Home, Manhattan, IL

A meeting was held to update landowners on the progress of the Tier Two EIS. S. Schilke briefed the attendees on the status of the Draft EIS.

The following items were discussed:

- S. Schilke provided an update on the Draft EIS including the impact of two alternatives on local landowners including the Kinsellas using two large maps showing the alternative alignments and interchange configurations. He explained the EIS and P3 schedules. The Final EIS and Record of Decision is anticipated in March 2014, depending on additional delays. A Request for Qualifications was issued this month, a Request for Proposals is anticipated to be issued before the FEIS/ROD, and a final RFP in late spring 2014.
- G. Kinsella asked who decided on the Tier 1 alignments. S. Schilke explained that the FHWA, IDOT and InDOT all signed off on the Tier 1 EIS alignments.
- G. Kinsella expressed concern about the location of a frontage road severing his farm. S. Schilke explained it was located where it is shown on the map due to access issues.
- G. Kinsella suggested an alternative location for the frontage road. S. Schilke said we would look at his suggestion and other ways to minimize impact on his farm, but as it was currently shown, the G. Kinsella property would be significantly impacted.
- S. Schilke stated that the current schedule for Draft EIS release is end of November 2013, with public hearings in early January 2014.
- The Kinsellas mentioned they planned to be on vacation in early January. S. Schilke explained that they did not need to be present at the public hearing to have their comments entered into the public record. He said they could submit comments through the website, letter, email, inperson or a variety of other means and the comments would be entered into the official record.
- M. Cullian gave an overview of the land acquisition process including an explanation of how appraisals are done. He explained how offers are made and negotiated along with how relocation works.
- "Quick Take" was asked about. M. Cullian explained that property owners still have the right to
 fair market value and to reject offers including going through the court system to have a
 determination made about how much compensation will be offered. He said quick take simply
 allows IDOT to move forward with acquiring the land once the landowner had been provided
 funds through a preliminary judgment from the court.
- G. Kinsella expressed concern about drainage issues saying he has never had problems with flooding in his basement. S. Schilke assured him that the interchange must be designed to have no adverse effects on drainage to prevent flooding where it had not existed before.



Illiana Corridor Phase I Study

The meeting concluded at approximately 6:30 PM CDT.

Attendees: See attached

Remote Attendees: none





201 W. Center Court Schaumburg, Illinois 60196

100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

MEETING SIGN-IN SHEET

Date:	November 20, 2013
Location:	30850 Cedar Road
Purpose:	Landowners Update

Name	Representing	Email Address
1. PAULA BASILE	HOME OWNER	PAB 60442 @ YAHOO. CO
2 CLARA BROWN	HOMEOWNER	Clairbrown 40001.0
3. Denise Murdie	Hone ow der	
4. Jadyn Quigley	land owner	
5. Kathryn Quigtey	Jandowner	ckiong \$289@yalroo.
6. John Murdue	1 audourer	Jamodre Qyahoo
7. ThERESA Wickey	1 ANDOWNER	myprix \$3 @ yahov. con
8. I ARRY MUSSON	HOMEOWNER	MUSSITZRDABNEDAOL, COM
9. Anthony Basile	Homeowner	
10. Shave Peck	Pacsons Brinckedoff	pecks@pbworld.com
11. MIKE CULLIAN	FDOT-Land Acq.	hoffmanrapapbworld.com
12. Rich Hoffman	tarsons brinckerhott	hoffmanrp@pbworld.com
13. Steve Schilke	IDOT	
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Illiana Corridor Phase I Study

Meeting Summary Cedar Road Landowners

Date: November 20, 2013 Time: 2:00 PM CDT

Location: 30850 Cedar Road, Basile Home, Manhattan, IL

A meeting was held to update landowners on the progress of the Tier Two EIS. S. Schilke briefed the attendees on the status of the Draft EIS.

The following items were discussed:

- S. Schilke explained that the Illiana Expressway is needed to relieve truck traffic on other routes particularly I-80. He said that a toll route is expected to attract 40 percent of truck traffic now using other routes.
- S. Schilke stated that the current schedule for Draft EIS release is end of November 2013, with public hearings in early January 2014.
- The EIS and P3 schedules were discussed. The Final EIS and Record of Decision is anticipated in March 2014, depending on additional delays caused by factors as mentioned above. A Request for Qualifications was issued this month, a Request for Proposals is anticipated to be issued before the FEIS/ROD, and a final RFP in late spring 2014.
- S. Schilke briefed the attendees on the status of a preferred alternative with inclusion of the interchange and frontage road at Cedar Road.
- An attendee asked about private funding and why it had to be a toll road. S. Schilke responded
 that the P3 Concessionaire would design, build, finance, operate and maintain Illiana. He said
 IDOT will purchase land and maintain ownership of the right-of-way. IDOT has funding for the
 purchase of the land. Funding for construction of the Illiana would ultimately come from tolls that
 are expected to pay for the projects and eventually result in a surplus over the 35-year life of the
 P3 agreement.
- An attendee stated that IDOT didn't care about farmland only about commercial and city locations. S. Schilke stated that the alignments of the proposed expressway corridor have been change numerous times based on input from farmers and an effort to minimize impact on farms, but that there will still be significant impacts on people because it is a new roadway.
- A landowner asked when properties would be purchased. M. Cullian gave an overview of the land acquisition process including an explanation of how appraisals are done. He explained how offers are made and negotiated along with how relocation works.
- S. Schilke and M. Cullian answered questions about individual parcels with landowners using maps to show the proposed alternative alignments and interchange location.
- Mr. Basile asked about truck traffic on I-80. S. Schilke said we would research it and get him an answer.

The meeting concluded at approximately 4:15 PM CDT.



Illiana Corridor Phase I Study

Attendees: See attached

Remote Attendees: none



March 13, 2013

Mr. Frank Patton Managing Partner Great Lakes Basin 23860 State Line Road Crete, Illinois 60417

Dear Mr. Patton:

Thank you for your presentation and detailed comments to the Illinois Department of Transportation (IDOT) on Monday, February 11, 2013, regarding the proposed Illiana Rail Corridor.

In the meeting you outlined the following:

- The proposal to create a regional bypass for the Chicago area rail freight utilizing new trackage potentially starting from Rochelle, Illinois to Wellsboro, Indiana. Part of the defined area (Wilmington, Illinois to Lowell, Indiana) parallels the Illiana Corridor highway project (this was highlighted in green on the map). The initial development is envisioned to be from Coal City, Illinois (west of the Illiana Corridor's western terminus) to Wellsboro, Indiana, connecting to existing rail lines at each location.
- The project is estimated at approximately \$3 billion and will be
 potentially financed with a combination of private investment and
 federally backed loans. You proposed a "toll" railroad not owned by any
 of the six "Class I" major railroads.
- The proposed Iliana Rail Corridor will have a triple-tracked main line and no highway/rail grade crossings; this would require a substantial amount of right of way and creation of numerous highway grade separations. Maximum speed would be 60 mph, and no passenger service is anticipated, so freight trains would have a clear operating environment.
- The advantages of the proposed Illiana Rail Corridor are the availability of open land for development, the proximity to the proposed South Suburban Airport, and the subsequent stimulant to economic development and job creation.
- Combining this concept with the Illiana Corridor could create efficiencies in financing and would reduce duplication of effort within shared facilities.
- This proposal also provides an opportunity to reduce long distance eastwest truck traffic through the Chicago region by creating more efficient rail movement across the Chicago region if the Illiana Rail Corridor concept is fully realized and well utilized.

Mr. Frank Patton Page Two March 13, 2013

After careful review, we have the following considerations:

- As outlined, we are of the opinion that this project will require an Environmental Impact Statement (EIS) since it involves railroad construction on a new alignment.
- The proposal extends beyond the proposed Illiana Corridor. It would; therefore, need a defined route and end-to-end evaluation.
- The Surface Transportation Board (STB) would require details of the full proposal to assess the feasibility of an intermediate logical terminus.
- This project will require defined, demonstrable purpose and need for the railroad improvements, as well as alternatives for consideration.
- Each alternative will also require environmental evaluation, public involvement and defined measures of benefit analysis.

Based on our comments outlined above and the uncertainty of STB approval, IDOT cannot support the inclusion of this project with the Illiana Corridor study. However, we would recommend that you complete your own environmental analysis. IDOT staff will assist in providing any information you may need. We have used this approach in the past for two different EIS studies - the O'Hare Expansion and the Elgin-O'Hare Western Bypass.

We hope this addresses your concerns and wish you the best of luck with your proposal. If you have questions or need further information, please contact Bola Delano, Deputy Director of Planning and Programming, located at 100 West Randolph Street, Floor 6-600, Chicago, Illinois 60601, by telephone at (312) 793-0493; or Steven Schilke, Illiana Expressway Project Manager, located at 201 West Center Court, Schaumburg, Illinois 60196, by telephone at (847) 705-4125.

Sincerely,

Ann L. Schneider

I'm S. Schneide

Secretary

INDIANA DEPARTMENT OF TRANSPORTATION



Driving Indiana's Economic Growth

100 North Senate Avenue Room N758 Indianapolis, Indiana 46204 PHONE: (317) 232-0694 FAX: (317) 234-8365

Michael R. Pence, Governor Michael B. Cline, Commissioner

April 5, 2013

Mr. Ty Warner
Executive Director
Northwestern Indiana Regional Planning Commission
6100 Southport Road
Portage, Indiana 46368

Dear Mr. Warner:

In June 2010, the Governors of Indiana and Illinois signed a Memorandum of Agreement for both states to jointly conduct the Illiana Corridor Study. The Indiana Department of Transportation (INDOT) and the Illinois Department of Transportation (IDOT) initiated the Illiana Corridor Study as a tiered environmental impact statement (EIS) in April 2011.

Tier One of the Illiana Corridor Study, which was completed in January 2013, defined the need for a major east-west connector between I-55 in Illinois and I-65 in Indiana in the far south portion of the northeast Illinois/northwest Indiana region. The Tier One EIS showed the regional and local mobility benefits that could be provided to both autos and commercial vehicles by the selected B3 Corridor, including the reduction of between 120 and 160 million vehicle hours of travel (2018-2048); providing an alternate route for motorists travelling the on the heavily trafficked I-80; serving as a bypass for trucks around the congested metropolitan area highways; and improving access to one of the largest intermodal freight areas in the U.S. These mobility improvements result in between \$3.9 and \$4.6 billion in long term economic output due to the increased accessibility provided by the B3 Corridor, and 9,000 short-term jobs, and between 28,000 and 34,000 long-term jobs that will support economic development in the south of the lake region.

In order for the Illiana Corridor Tier Two Environmental Impact Statement to be completed, federal regulations require the project to be included in the region's fiscally constrained long range plan. The Northwestern Indiana Regional Planning Commission (NIRPC) 2040 Comprehensive Regional Plan that was adopted in June 2011 identifies the Illiana Corridor as part of an illustrative list of projects that are "beyond the means of the region to implement, given currently identified resources."

Mr. Ty Warner April 5, 2013 Page 2

INDOT requests that the NIRPC Commission amend the fiscally constrained long range transportation plan to include this important project for Indiana. Given the current project timeline, INDOT requests approval of this amendment to the plan at the October 2013 Commission meeting.

INDOT staff will continue to coordinate with NIRPC over the next several months on the addition of the Illiana project to the financially constrained long range transportation plan. This will include continued coordination on socioeconomic, land use, and travel assumptions, the provision of a financing plan for the project, and on other plan goals, including freight mobility and minimizing environmental impacts. INDOT will provide the necessary information required to evaluate the project and perform the regional air quality conformity analysis to NIRPC staff.

I look forward to working with you to move this important project forward.

Sincerely,

James Stark

Indiana Department of Transportation

Deputy Commissioner of Innovative Project Delivery

CC: Troy Woodruff, INDOT

Chris Kiefer, INDOT

Jim Earl, INDOT

Jim Pinkerton, INDOT

Robert Alderman, INDOT

Steve Schilke, Illinois Department of Transportation

Katie Kukielka, Illinois Department of Transportation

Edward Leonard, Parsons Brinckerhoff

Ron Shimizu, Parsons Brinckerhoff

May 28, 2013
Pat Eztcorn
Will County Center for Economic Development
116 N. Chicago Street
Suite 101
Joliet, IL
60432
pat.etzcorn@willcountyced.com
815-774-6069

The story below was recently published by the Lakeshore. Do you have details regarding this forum? Thank you.

The Indiana and Illinois Departments of Transportation are inviting private companies to come to what's being billed as "an international forum" late next month on the Illiana Expressway project.

INDOT spokesman Jim Pinkerton told the Lakeshore's Chris Nolte that the highway that will link I-65, east of Cedar Lake, in Indiana to I-55 in Illinois will be built as a public-private partnership. Pinkerton says both transportation agencies are hoping that the forum on June 24th and 25th will provide some innovative ways to build the expressway.

The forum will be held at the Donald Stephens Convention Center in Rosemont, not far from O'Hare International Airport. Both Indiana Governor Mike Pence and Illinois Governor Pat Quinn are expected to speak to the attendees on opening-day. Attendees will also have a chance to talk one-on-one with project managers at the forum next month.

From: <u>Illiana Corridor Team</u>

To: <u>pat.etzcorn@willcountyced.com</u>

Subject: Illiana Corridor Study

Date: Friday, June 07, 2013 10:30:59 AM

Attachments: Illiana Corridor Industry Forum Announcement.pdf

Dear Ms. Etzcorn:

Thank you for your May 28, 2013 question regarding the public private partnership (P3) industry forum, scheduled for June 24th and 25th, to discuss innovative ways to build the Illiana Corridor. We encourage your attendance and participation. A copy of the industry forum announcement is provided with this response. For more information about the forum and to register, please visit http://illianacorridor.org/p3/.

Thank you for your interest in the Illiana Corridor Study. We encourage you to visit our website at www.illianacorridor.org for the most current information as the study efforts continue.

Regards,

Illinois and Indiana Departments of Transportation

Please do not reply to this message as we cannot ensure delivery. Please visit www.illianacorridor.org to submit additional comments.



Comment Form

Public Meeting #2

Circle One:

June 17, 2013 INDIANA June 18, 2013 ILLINOIS

S-623

The Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT) are hosting the second Open House Public Meeting for Tier Two. Based on your feedback, and extensive stakeholder involvement, IDOT and INDOT will be presenting refinements to the preferred corridor, interchange types and locations, local road connectivity, overpass and underpass locations, environmental protection and opportunities.

IDOT and INDOT encourage your input throughout the development process of this project. Please place your comment forms in the box marked COMMENTS; or fax to (847) 705-4159; or fold in thirds, tape closed, place a stamp and mail. In addition, the Project's website also accepts comments (www.illianacorridor.org).

addition, the Project's website also accepts comments (www.intanacorridor.org).
Please send comments related to this meeting by July 2, 2013. Comments received by this date will become part of the public record for this meeting.
Comments/Questions: The Economic Alliance of Kantahee Country is a
public / Private partnership of elected offerial and pusiness andus
in Kanhabel Country. The Economic allicince and the
Communities in Kanlahee Country are on record supporting
the preferred obeginnent of the Illiana.
The new expressions will reduce congestion provide
needed construction jobs, provide a valuable in frast pucture
asset to help communities grow and dwelop, and
open needed east/ west access that is sovely lacking in
this region,
(Optional, Please Print)
Name Mike VAN Mill
Affiliation Economic alliance of Kombakee Country
City/State 200 & Cover 54. Kankalee Zip Code 60901 Willinois Department of Transportation
Phone No. 815935 1177
E-Mail Address Manuel @ Wan Valele county ed. org
Please do not add me to the mailing list

From: <u>Illiana Corridor Team</u>

To: <u>Mvanmill@kankakeecountyed.org</u>

Subject: Illiana Corridor Study

Date: Monday, July 08, 2013 10:42:34 AM

Dear Mr. Van Mill:

Thank you for your comments submitted at our June 18, 2013 Public Meeting supporting the Illiana Corridor.

Preliminary alignment considerations were presented at the April 16 and April 18, 2013 Public Meetings. The purpose of the meetings was to explain the Tier Two process, including: the refinement of the preferred corridor, interchange locations and layout, determining overpass and underpass opportunities, environmental analysis, and continued stakeholder outreach. Comments received from these meetings, as well as continued survey data collected, were analyzed to further refine the alignment and impacts to local and adjacent roadways. The findings were compiled and presented at our June, 2013 Public Meetings. Information received from the June meetings will enable further analyses to determine a recommended alignment, including interchanges, frontage roads, and overpasses/underpasses to be presented at a fall, 2013 Public Hearing as part of the Tier Two Draft Environmental Impact Statement comment period. Information obtained during the comment period will be evaluated and used to make potential refinements which will be documented in the Tier Two Final Environmental Impact Statement. The Federal Highway Administration will issue a Record of Decision (ROD) either selecting the final alignment for B3 or the No-Action Alternative. The ROD is anticipated to be issued in spring of 2014.

Thank you for supporting the Illiana Corridor Study. We encourage you to visit our website at www.illianacorridor.org for the most current information as the study efforts continue.

Regards,

Illinois and Indiana Departments of Transportation

Please do not reply to this message as we cannot ensure delivery. Please visit www.illianacorridor.org to submit additional comments.



Comment Form

Public Meeting #2

Circle One:

June 17, 2013 INDIANA June 18, 2013 ILLINOIS

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Please send comments republic record for this me		neeting by July 2	2, 2013. Comments received by this	date will become part of the
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Name Dori Mora	3A		7/4	***************************************
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City/State ROMEDVILL	LE/EL		Zip Code <u>6044</u> b	Illinois Department of Transportation
Phone No. 815-37	10-2966		With the second	& KIDIANA
E-Mail Address Don M		_	2 <u>//</u>	STATE OF THE PARTY
Please do not add me to the n	nailing list 📉	J		E E 3

From: Illiana Corridor Team
To: donmoran2@gmail.com
Subject: Illiana Corridor Study

Date: Monday, July 08, 2013 10:40:25 AM

Dear Mr. Moran:

Thank you for your comments submitted at our June 18, 2013 Public Meeting supporting the Illiana Corridor.

Preliminary alignment considerations were presented at the April 16 and April 18, 2013 Public Meetings. The purpose of the meetings was to explain the Tier Two process, including: the refinement of the preferred corridor, interchange locations and layout, determining overpass and underpass opportunities, environmental analysis, and continued stakeholder outreach. Comments received from these meetings, as well as continued survey data collected, were analyzed to further refine the alignment and impacts to local and adjacent roadways. The findings were compiled and presented at our June, 2013 Public Meetings. Information received from the June meetings will enable further analyses to determine a recommended alignment, including interchanges, frontage roads, and overpasses/underpasses to be presented at a fall, 2013 Public Hearing as part of the Tier Two Draft Environmental Impact Statement comment period. Information obtained during the comment period will be evaluated and used to make potential refinements which will be documented in the Tier Two Final Environmental Impact Statement. The Federal Highway Administration will issue a Record of Decision (ROD) either selecting the final alignment for B3 or the No-Action Alternative. The ROD is anticipated to be issued in spring of 2014.

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Regards,

Illinois and Indiana Departments of Transportation

Please do not reply to this message as we cannot ensure delivery. Please visit www.illianacorridor.org to submit additional comments.

MIDEWIN TALLGRASS PRAIRIE ALLIANCE

P.O. Box 2026 Joliet, Illinois 60434 www.fs.fed.us/mntp/mtpa.htm

BUREAU OF PROGRAMMING RECEIVED

JERT 2 8 2013

DISTRICT #1

June 24, 2013

To: Illinois Dept. of Transportation

District 1

Attn. Katie Kukielka, P.E. 201 W. Center Court

Schaumburg, IL 60196-1096

From: Jerry Heinrich, President - Midewin Tallgrass Prairie Alliance

1770 S. Vista Drive, Wilmington, IL 60481 815-476-6171 or g.heinrich@sbcglobal.net

Comment:

Concerning Illiana Expressway

(June 17 & 18, 2013 / Public Meeting #2)

Illiana Expressway Plan Would "Sacrifice" Route 53

If the Illiana B-3 Expressway is built as proposed, Route 53 will become even more congested, noisy, and dangerous. As proposed, the Illiana Expressway will do much more harm than good along Route 53 and at the West End of the Illiana Study Area.

As proposed, it is becoming increasingly apparent that Illiana Planners, in an expressed attempt to reduce intermodal truck traffic on local east-west highways (such as Wilmington-Peotone Road, Hoff Road, Manhattan Road, Laraway Road, and I-80), are willing to "sacrifice" Route 53 by turning this north-south highway into a conduit that would move trucks from intermodal facilities located to the north to an Illiana Expressway interchange located at or near Route 53. Unless mitigated, increased intermodal truck traffic on Route 53 will greatly impact Elwood, Wilmington, Abraham Lincoln National Cemetery, Midewin National Tallgrass Prairie, and Historic Route 66. These and other entities located along Route 53 are already being impacted by noise, light pollution, and an abundance of safety concerns. Unless mitigated, truck traffic on Route 53 WILL GET WORSE - much, much worse.

Thus far, Illiana Planners have repeatedly expressed that they have no significant plans to address or mitigate the added truck traffic that will use Route 53 en-route to the proposed Illiana interchange at Route 53. To date, Planners have repeatedly expressed that Route 53 is a Class 1 Highway designed to carry truck traffic, and that they intend to use Route 53 to move traffic off of east- west highways and

onto the Illiana. Please consider, entities and people at the west end of the proposed Illiana are literally being thrown under the truck - sacrificed.

As published in the *Illiana News*, the "Northern Illinois/Indiana Region is North Americas's largest intermodal distribution center". In another publication, Illiana planners provided that "Growth will occur regardless of the Illiana, and that it is the goal to **GET THE THROUGH TRAFFIC AND TRUCKS OFF THE LOCAL SYSTEM"** (and onto the Illiana).

However, taking traffic off of east-west highways only to turn around and dump it onto north-south highways does not seem to be much of a plan. For Route 53 and affected entities, it is, in fact, a horrifically bad plan.

Illiana planners project that by 2040, tens of thousands of trucks will be using and impacting Route 53. The Illiana Expressway needs to be put on hold pending development of a detailed, comprehensive traffic management plan for the entire area at the west end of the Illiana Study Area. Municipal, State, and Federal officials representing affected entities along Route 53 must come together and join forces with IDOT and CMAP to develop a transportation plan that will do the most good and the least harm.

In closing, consider that Federal Law, i.e. The Illinois Conservation Act of 1995, as signed into law by President Clinton on Feb. 10, 1996, created the Abraham Lincoln National Cemetery and Midewin National Tallgrass Prairie. Congress intended that these two entities would endure and serve purpose as detailed in the Mission of the Act (see Illinois Conservation Act of 1995). As currently proposed, the B-3 Illiana Expressway would be in direct conflict with the intent of Federal Legislation that created Midewin National Tallgrass Prairie and Abraham Lincoln National Cemetery. This should not be allowed to happen

It took nature 10,000 years to create the Tallgrass Prairie Ecosystem. It took man less than 200 years to destroy 99.9% of the Illinois Prairie. Consider, with Midewin, Congress has provided us with one very last opportunity to restore and preserve our Illinois Prairie Heritage on a grand scale. Consider that this opportunity will be lost if the Illiana is allowed to move forward and if Route 53 is allowed to become a major conduit for intermodal truck traffic.

Jan Janie & Standard Carlon Control of the Control

July 2, 2013

Steve Schilke, P.E.

Bureau of Planning and Programming, Project and Environmental Studies Illinois Department of Transportation Region One/District 1 201 W. Center Court Schaumburg, Illinois 60196

RE: Joint Comments on the Tier 2 Environmental Analysis and Interchange Locations for the Proposed Illiana Tollway

(Sent via email to: steven.schilke@illinois.gov and fax to: 847-705-4159)

To Mr. Schilke:

The undersigned organizations strongly oppose the proposed Illiana route, and are deeply concerned that fundamental flaws in the planning process violate the purpose and express requirements of the National Environmental Policy Act (NEPA). The Illiana Tier 2 Stakeholder Involvement Plan (SIP) and corollary actions by the Illinois and Indiana Departments of Transportation (hereinafter "transportation agencies") demonstrate a premature commitment to the proposed Illiana corridor before understanding – much less seriously considering – the devastating effects of the six lane tollway on nationally significant environmental, agricultural, historic and cultural resources. Instead of continuing down this course, we encourage the transportation agencies to pool innovative local and regional ideas to forge a solution that improves both local and regional transportation without sacrificing the vision and values reflected in extensive comprehensive regional land use plans.

The transportation agencies are failing to meet the requirements and intent of the National Environmental Policy Act (NEPA) in that they are not taking a hard look at and rigorously exploring the environmental, agricultural, historic and cultural ramifications of the direct, indirect and cumulative impacts of Illiana and the "No Build" local road alternative. See 42 U.S.C. §4332(2)(C)(i). We maintain our concern that the transportation agencies relegated review of area-wide (regional) impacts to the Prairie Parklands macrosite, a hub of state and nationally significant resources, such as Midewin National Tallgrass Prairie and the Abraham Lincoln National Cemetery until after deciding upon a preferred route. (We incorporate by reference our Tier 1 Draft EIS and Final EIS comments into this comment letter.) The transportation agencies are now continuing the trend of either postponing or inadequately evaluating these land use impacts until after it has in reality gone too far in committing itself to the Illiana project.

I. The Transportation Agencies are Postponing Requisite Land Use Analyses until Too Late in the NEPA Process.

NEPA requires the transportation agencies to conduct a detailed analysis of the extent that the Illiana tollway will impact the environment. *Highway J Citizens Group v. Mineta*, 349 F.3d 938, 953 (7th Cir. 2003). This goes well beyond the laundry list of possible resources directly within the vicinity of the selected corridor, as listed in the Tier 1 Final Environmental Impact Statement (Illiana Tier 1 FEIS), and the unfounded and generic statements of potential (or allegedly negligible) harm in its truncated conclusions. (*See e.g.* Illiana Tier 1 FEIS, 3-435.) The law requires that the agencies think through the consequences of and alternatives to their contemplated acts, guaranteeing disclosure of relevant

information to the larger public audience so they can "play a role in the decisionmaking process and the implementation of that decision." *Simmons v. U.S. Army Corps of Eng'rs*, 120 F.3d 664, 666 (7th Cir. 1997). Without adequately studying the full gamut of the direct, indirect and cumulative impacts, and allowing the public to digest and respond to their findings, the transportation agencies fail to meet the spirit and letter of NEPA.

The land use analysis in the Illiana Tier 2 EIS cannot just be an afterthought appended to the final conclusions of the Tier 2 EIS. While in some instances, tiering has been found to be permissible, the transportation agencies must still conduct the requisite land uses analyses early enough in the process that the agency does not forego, and the public does not lose the right to an objective decision made on the basis of a proper environmental review. *Milwaukee Inner-City Congregations Allied for Hope et al. v. Gottlieb et al.* (hereinafter "Gottlieb"), 12-C-0556 (U.S. Dist. Ct., W. Dist. of Wisc., May 10, 2013), p. 28. The "action-forcing purpose of NEPA is itself is extremely valuable, in that an agency's failure to fully consider the environmental effects of a project before committing itself to a course of action can impact an entire region for generations to come." *Id.* at p. 30.

To date, we have not seen any indication that the transportation agencies have conducted and released for review detailed studies of the numerous significant environmental, cultural, agricultural and historic issues inherent in this project, as described in examples in the following sections. The transportation agencies acknowledged deferring analyses of numerous environmental factors, such as air quality, wildlife, vegetation, threatened and endangered species field studies, water quality, wetlands, geology, neighborhoods, park and recreation areas, visual quality and cultural resources. *See e.g.* Tier 2 SIP, Version 2 (May 2013), p. 3. While the transportation agencies have requested comments on environmental and community impacts, we neither received information concerning studies of such impacts, nor findings relative to the forecasted direct, indirect and cumulative impacts. *See* Illiana News, Tier Two Issue 1 (April 13, 2013). As a result, our comments will be directed towards voicing concerns about the void of information and lack of reliance upon scientific evidence of probable environmental harm, especially in light of the proposed alignment and potential interchanges.

In spite of the absence of these studies, the transportation agencies are intensifying their commitment to the Illiana project. The Illinois Department of Transportation recently represented that its team has contacted approximately 70% of the landowners in the Illiana corridor, assigned landowner representatives, and reviewed specific property impacts. The transportation agencies intend to immediately begin acquiring land after releasing the Tier 2 Record of Decision. (IDOT presentation, Illiana Industry Forum, June 24, 2013.) The agencies have narrowed interchange alternatives to an express few designs and locations. In the recent Industry Forum on June 24, 2013, IDOT explained that it *considered* many alternatives, including the "No-Action" alternative, and is now refining the current alignment to present at its Fall 2013 hearings. The agencies in the Tier 2 Draft SIP state that the alternative analysis is concentrated within the B3 corridor, consisting of alignment shifts to minimize impacts, interchange options, cross road overpasses, road closure options and considerations for land use in built conditions. Tier 2 SIP, Version 2 (May 2013), p. 12.

These actions contradict the transportation agencies' pledge to "remain neutral with regard to a recommended preferred alternative" until either releasing its Tier 2 Draft EIS in Fall 2013 or FEIS in 2014. Tier 2 SIP, Version 2 (May 2013), pp. 13, 15. This was clear in the April 2013 publication, Illiana News, when the transportation agencies admit "the purpose of ongoing outreach is to gain insight on how to minimize impacts where feasible." IDOT reiterated this response in its recent Industry Forum on June 24, 2013, where it stated to investors that it is currently conducting field studies to discuss mitigation potential and minimize impacts. Avoidance is no longer mentioned as part of that equation.

We are concerned that these and other actions demonstrate how the transportation agencies are postponing their requisite environmental analysis so late in the process that they "will have made up [their] mind[s] based upon deficient environmental information." *Gottlieb*, p. 9. Even if the agencies corrected gross inadequacies in their environmental analysis before releasing the Tier 2 Draft and FEIS, they "will feel compelled to ignore the accurate information and simply choose the project to which it had already committed itself." *Id.* This defeats the fundamental purpose and action-forcing mandate of NEPA.

- II. The Transportation Agencies Failed to Evaluate and Disclose Important Direct, Indirect and Cumulative Impacts to Environmental, Agricultural, Historic and Cultural Resources.
 - A. The Illiana Tollway Would Reallocate Growth Contrary to Principles in Regional Plans.

The Illiana is founded upon an outdated vision of our region, promoting unsustainable growth and land use conflicts that contradict the core principles of the Chicago Metropolitan Agency for Planning (CMAP) regional GOTO 2040 Plan. The Tier 2 Draft SIP cites historic trends in GOTO 2040 as justification to perpetuate past practices, instead of promoting visionary solutions for the future. The Illiana would alter planned growth by drawing development away from built areas into more sparsely populated rural hamlets and farming communities. This would undermine the agricultural nature of these historic places, and take rich farmland out of production, as well as cause severe environmental impacts contrary to regional sustainability principles adopted in GOTO 2040. For example, the Illiana project would inject a constant stream of intense noise, pollution and light from trucks into the federally protected no noise bird management area at the Midewin National Tallgrass Prairie and the grounds of the Abraham Lincoln National Veteran's Cemetery.

Instead of continuing to fast track the Illiana tollway, we strongly urge the transportation agencies to adhere to the call for integrated regional land use solutions in GOTO 2040 and plans by the Northwestern Indiana Regional Planning Council to enhance rather than to destroy their multi-faceted economic, cultural and environmental values. For instance, CMAP's GOTO 2040 plan recommends:

- "At the state and regional level, efforts should be made to ensure that policies do not
 inadvertently contribute to the loss of important natural areas." GOTO 2040, p. 117.
- "The Regional Vision for GOTO 2040 describes a future environment in which 'open space [is] preserved and enhanced,' the region consumes 'less energy and fewer natural resources,' treats 'water ... as a critical natural resource,' preserves 'the overall ecological health and diversity of the region,' and improves its residents' health through the 'availability of open space, transportation and recreation options, healthy food, clean water and clean air." GOTO 2040, p. 45.
- "Preserving open space can have positive impacts on water quality, biodiversity, and stormwater management, as well as providing an important asset that contributes to our economy and quality of life; preserving land for sustainable agriculture can have similar positive impacts. Similarly, development that is denser and focused in existing communities can reduce pressure to develop existing unprotected open space, and is also more efficient in its use of energy and water than development on the region's fringe. Strategies with multiple benefits are most effective at meeting the many goals of GOTO 2040." GOTO 2040, p. 47.

- "A top GO TO 2040 priority is to expand the green infrastructure network. To do so, CMAP recommends making significant, criteria-based investments in parks and open space. Major benefits will follow from this, including enhanced quality of life and property values, improved public health through the promotion of active lifestyles, and the protection of ecosystem services like water supply, flood storage, and water purification. In brief, CMAP recommends the following actions: Preserve the most important natural areas in the region ... Coordinated investment in land protection and a commitment to the restoration and management of preserved lands will be necessary to achieve this...." GOTO 2040, p. 117.
- "Especially along sensitive waterways, open space will be preserved and expanded, creating green infrastructure networks that enhance people's connection with nature and serve as habitat corridors." GOTO 2040, p. 118.

The GOTO 2040 mentions by name the Midewin National Tallgrass Prairie as the largest single preserve in the region. It is included within a Resource Protection Area, where "it is most important to protect undeveloped land, restore degraded ecosystems through increased management, provide buffers for protected natural areas, and provide functional connections between protected natural areas." GOTO 2040, p. 127. The plan stresses protecting such large hubs of open space because, "aside from habitat destruction itself, habitat fragmentation is one of the biggest threats to biodiversity in the region." GOTO 2040, p. 120.

In honoring these principles, the Illinois Department of Transportation should support CMAP in building local and regional consensus around a more advanced and nuanced decentralized transportation solution, rather than developing a redundant and inconsistent "backbone for local planning" in this part of the region that ruins rather than enhances our region's assets. Deferring to CMAP on regional transportation planning adheres to the vision and direction in its GOTO 2040 plan, and to guidance by the Federal Highway Administration that "statewide and metropolitan transportation planning should be the foundation for highway and transit project decisions." 23 C.F.R. Part 450, Appendix A.

B. The Illiana Would Profoundly Degrade Significant Environmental Resources

Illiana would cause significant damage to the Prairie Parklands - a rare cluster of 23 federal natural areas, Illinois Nature Preserves and Illinois Natural Areas Inventory sites, which offer vital hydrologic and habitat connections for the startlingly diverse number of species in the area. Of the 59 mammals found in Illinois, 43 are likely to occur in this conservation area, and of the state's 309 bird species, 271 can be found there. It is part of the Midewin-Des Plaines – Goose Lake Conservation Opportunity Area (COA), which is identified in the Illinois Comprehensive Wildlife Action Plan as critical for conserving wildlife and habitat within Illinois. We are concerned that the transportation agencies have not yet conducted and are not adequately considering direct, indirect and cumulative impacts to these resources.

Any interchange at Illinois Route 53 would cause severe direct, indirect and cumulative harm to plants and wildlife at Midewin National Tallgrass Prairie. The Midewin National Tallgrass Prairie, spanning over 18,000 acres, is the heart of the Prairie Parklands macrosite. Reborn from the Joliet Army Ammunitions Plant, Midewin now harbors globally imperiled habitat, and is home to at least 17 federally and state-listed threatened and endangered plants and wildlife. The National Audubon Society recognizes Midewin as an Important Bird Area. Its vast landscapes offer one of the last refuges for rapidly declining grassland birds, which need hundreds if not over a thousand acres to nest. Grassland birds are one of the most imperiled groups of birds in the world. As expressed by the United States Department of Interior in its Tier 1 Draft EIS

comments, the Illinois Wildlife Action Plan "notes the need for grassland bird habitat in the Grand Prairie Natural Division, which includes the Midewin – Des Plaines – Goose Lake COA. Illiana Draft EIS Comment Letter by United States Department of Interior to IDOT ("hereinafter U.S. DOI Draft EIS Comment Letter") (Aug. 29, 2012), p. 3. Midewin harbors over 100 species of breeding birds, with over 170 species of birds using the site for breeding, feeding and wintering. U.S. DOI Draft EIS Comment Letter, p. 4. As we disclosed in the Tier 1 EIS process, staff at Midewin manage grassland bird management areas throughout the site.

The chosen Illiana route cuts along the southern border of Midewin. The proposed elevated footprint would directly send chronic noise and light deep into the prairie, affecting nesting grassland birds and other sensitive plant and animal species. According to the United States Department of Interior, several grassland bird species are found near the southern boundary of Midewin, and along Illinois 53. U.S. DOI Draft EIS Comment Letter, p. 4. The United States Department of Interior reported on the status and importance of grassland birds in these areas:

Grassland birds found in these management areas include: bobolink (Dolichonyx oryzivorus), dickcissel (Spiza americana), eastern meadow lark (Sturnella magna), grasshopper sparrow (Ammodramus savannarum), Henslow's sparrow (Ammodramus henslowii), upland sandpiper (Bartramia longicaudia), savannah sparrow (Passerculus sandwichensis), sedge wren (Cistothorus platensis), northern harrier (Circus cyaneus), loggerhead shrike (Lanius ludovicianus), and filed sparrow (Spizella pusilla). Dickcissel, Henslow's sparrow, upland sandpiper, and loggerhead shrike are all listed on the USFWS's Region 3 Fish and Wildlife Resource Conservation Priorities (RCP) list and the USFWS's Birds of Conservation Concern (BCC) 2008 list. All of these bird species are listed due to their rare or declining status and therefore, have a need for special conservation attention. U.S. DOI Draft EIS Comment Letter, pp. 4-5.

The United States Department of Interior called upon the transportation agencies to study the adverse effects from the increased noise levels, noise impacts, and their effects on wildlife in Midewin. U.S. DOI Draft EIS Comment Letter, p. 3. While we are asked to comment on the proposed interchange designs at and near Route 53, the transportation agencies have not completed these studies for us to review and comment. Evaluating and disclosing comprehensive noise studies are important in light of previous studies finding several species of grassland birds decreased in numbers and breeding densities near roads. According to the United States Department of Interior:

The Forman et al. (2002) study showed that vehicular noise adversely affects grassland birds, and based on the vehicles per day for a multilane highway (>30,000 vehicles per day in the study), bird presence and breeding was reduced for 1200 meters (3,937 feet) from the road. 2040 ADT volumes show that Alternative B3 would have ... an ADT at 34,548 vehicles per day (vpd).

....Rare and declining bird species found at [Midewin] ... that would be subject to increased vehicular noise may not be able to habituate to the increased disturbance levels because they are not native generalists, non-native colonizers, or urban species. U.S. DOI Draft EIS Comment Letter, pp. 5-6.

To determine harm to Midewin habitat, it is imperative to evaluate the specific sensitivities and needs of known grassland bird species, such as direct stress, interruptions and masking of song frequency and the

acreage of interior habitat that these birds require to nest. In addition, noise studies should factor how sound carries across prairie landscape. The range of direct impacts to breeding grassland birds in Midewin's southern bird management areas could be amplified by creating a raised tollway footprint. Noise studies should assess both acute and chronic noise, as well as impacts during different times of day.

The transportation agencies also need to carefully evaluate impacts to wetland, shrubland, savanna and woodland birds that live near the southern boundary of Midewin. U.S. DOI Draft EIS Comment Letter, p. 5. Species on the U.S. Fish and Wildlife Service Birds of Conservation Concern and Resource Conservation Priorities include the pied-billed grebe (Podilymbus podiceps), American bittern (Botaurus lentiginosus), least bittern (Ixobrychus exilis), black-billed cuckoo (Coccyzus erythropthalmus), Bell's vireo (Vireo bellii), and red-headed woodpecker (Melanerpes erythropthalmus). *Id.* Studies have shown reductions in breeding species 1500 meters from roads as a result of noise. *Id.* Specifically, "33 of 45 investigated woodland bird species were adversely affected." *Id.*

To our knowledge, the transportation agencies are not conducting adequate review of likely harm to birds from the project. It appears that noise studies recently conducted along the southern border of Midewin were only taken within the Illiana corridor itself, and did not extend at all into the tallgrass prairie. Moreover, the study only briefly measured existing noise in this area, rather than the intensified noise that would occur if the Illiana were built. The area, at present, is relatively quiet, compared to the decibels from trucks traveling down a six lane highway. While this may contribute information to a baseline for a noise study, it is hardly sufficient as a comprehensive view of potential effects.

This foundational study is even more important since Midewin is classified as a Section 4(f) property under the Department of Transportation Act of 1966 (23 U.S.C. 138, 49 U.S.C. 303). The noise analysis is crucial, since noise will contract habitat in Midewin far beyond a "de minimus" effect, and the transportation agencies must capture the relative severity of harm to this federally protected area. *See* 23 C.F.R. 774.3.

The direct impacts to Midewin's grassland bird habitat are only part of a larger understanding of effects to the national tallgrass prairie. To our knowledge, the transportation agencies are not conducting requisite noise studies of indirect impacts to Midewin from induced truck traffic along Illinois Route 53. The transportation agencies project that the Illiana would draw 11,000 new trucks per day down Illinois Route 53 through the heart of Midewin's "no noise" bird management zone to connect to the proposed Illiana tollway. The noise, light and exhaust from these trucks would likely drive away nesting grassland birds and other wildlife. Ruining this hard-won and critically needed habitat would be antithetical to the fundamental reason Midewin was created. Based upon the studies cited to by the U.S. Department of Interior, we entirely disagree with the conclusion in the Tier 1 FEIS that:

"Impacts from such sources as highway noise, air quality, and lighting from these corridors are not expected to be adverse since it is commonly believed that relatively mobile birds and wildlife will move away from such sources. This "edge" effect is more prevalent for more undisturbed natural communities and not ones already bisected by features such as IL-53...." Illiana Tier 1 FEIS, p. 3-435.

To the contrary, the induced truck traffic on Illinois Route 53 will likely seriously degrade this globally significant habitat. *See e.g.* U.S. DOI Tier 1 Draft EIS Comment Letter, pp. 5, 9. For this and other reasons described in our Tier 1 comment letters, we strongly oppose any Illiana interchange at Illinois Route 53.

To understand the actual impacts to Midewin, the transportation agencies should conduct comprehensive noise studies along the Illinois 53 route, taking into account the same variables and anticipated traffic noise as we recommended for studies along Midewin's southern border. This is crucial, since Illinois Route 53 runs through the center of one of Midewin's bird management areas, where grassland birds are known to nest. Unfortunately, the transportation agencies only plan to study existing noise at the proposed interchange at Illinois 53. This approach is wholly inadequate for the reasons expressed above.

Overall, the transportation agencies must study how the Illiana project will intensify harm to Midewin from other outside stressors, such as plans for high speed rail and building the first phase of the South Suburban Airport. *See* 40 C.F.R. 1508.8. NEPA defines a cumulative impact as:

"The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." 40 C.F.R. 1508.7.

We are concerned that the Illiana tollway will contribute to compounded noise impacts that effectively reduce grassland bird habitat on the east side of Midewin by up to 52 percent. The transportation agencies should specifically parse out and explain the extent that the Illiana tollway would worsen this cumulative effect.

While this comment letter focuses on impacts to Midewin, this example is only one of several significant environmental effects that are not adequately studied and, consequently available for public consideration as part of the design and environmental review process. The highway would also run directly south of the Des Plaines Conservation Area (DPCA). Owned by Illinois Department of Natural Resources, the DPCA harbors a number of threatened and endangered species, and is a popular hunting area. The six-lane highway would also pollute the Kankakee River, Forked Creek and other pristine waterways that harbor state-listed threatened and endangered fish and mussels, and potentially unseat a nesting bald eagle near the western terminus of the proposed tollway.

C. The Illiana Would Cause Significant Harm to Farmland and Agricultural Communities.

Illiana would ruin, sever and diminish over 2,600 acres of some of the finest farmland in the world. Well over half the acreage in its path qualifies as prime farmland and soils of statewide importance. The tollway would relocate 45 to 51 farmsteads, directly resulting in a loss of \$1.3 to \$1.4 million in crop cash receipts. IDOT has failed to consider and disclose the number of centennial farms and sesquicentennial farms that Illiana would destroy, which have been in the same families for generations. Moreover, the transportation agencies have not acknowledged how diverting growth away from higher densely populated areas into areas planned for agricultural uses will benefit the rural communities and the value they add to our state. While providing a limited access road may help certain agri-businesses move their goods to market, this should not overshadow the significant damage the Illiana would cause in the project area, including the lost heritage farms, severed local routes that agri-businesses need to move equipment, and the loss of rich farmland to grow the commodities for both our region and the world.

III. Conclusion.

We the undersigned organizations strongly recommend diverting the funding and energy invested in the Illiana project to working with CMAP to develop a better comprehensive regional and local transportation alternative that enhances the economic, social, cultural and environmental interests in line with regional land use plans, such as GOTO 2040. For similar reasons, we oppose any interchange at Illinois Route 53, due to significant adverse impacts from induced truck traffic. We are concerned that requisite studies of the impacts to Midewin and the surrounding Prairie Parklands macrosite, and to farming communities in the area, will not be performed, much less released, until after the transportation agencies have irrevocably committed to the tollway project.

Sincerely,

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: July 22, 2013

Re: Proposed Amendment to GO TO 2040- Illiana Expressway

On April 10, 2013 CMAP received a formal request from the Illinois Department of Transportation (IDOT) to consider inclusion of the proposed Illiana Expressway as a fiscally constrained major capital project in GO TO 2040. Under federal regulation, this proposed new highway facility must be included in GO TO 2040 in order to complete the upcoming Tier 2 Environmental Impact Statement.

Consistent with how other major capital projects were analyzed prior to GO TO 2040's approval, CMAP is evaluating the Illiana against a set of various performance criteria, including consistency with GO TO 2040 adopted policies. CMAP will present the results of this evaluation, a summary of the public comments received, and a staff recommendation to the CMAP Board and MPO Policy Committee in October 2013, and at that point those committees will make a decision about whether or not to amend the region's plan with this project.

In anticipation of this request, CMAP had published general guidelines that establish the required process and timeline for evaluating any proposal prior to staff presenting a recommendation to the CMAP Board and MPO Policy Committee. Using these guidelines, the timetable for completion of CMAP's Illiana evaluation was established. On May 10, 2013, IDOT submitted to CMAP a detailed assessment of the Illiana Corridor specifically tailored to addressing GO TO 2040. IDOT staff presented this information to the CMAP Transportation Committee, CMAP Board, and MPO Policy Committee in early June. IDOT has also transmitted information and data resources for CMAP's use in its evaluation. These include documentation on IDOT's alternative household and job forecasts, IDOT's travel forecasting, and geographic data on the proposed alignment and footprint for the facility. Please review these documents for IDOT's complete assumptions and analysis of this project.

The purpose of this document is to describe the status of this proposed major capital project and evaluate it within the context of GO TO 2040's socioeconomic forecasts. Since this facility

would add considerable new highway capacity in a largely undeveloped portion of the region, this document will also describe the status of local land use planning in the corridor.

We are seeking public comment on this proposed capital plan amendment. The Transportation Committee is asked to release the language below for a 30-day public comment period from **August 2, 2013 to September 3, 2013**.

Project Description

The Illiana Corridor was initiated in 2006 by the states of Indiana and Illinois, through their respective Departments of Transportation. Subsequent legislation was passed in both states enabling a public-private partnership (P3) as a potential mechanism to finance the project. In 2010, the governors of both states signed a Memorandum of Agreement pledging mutual commitment to the project. In January 2013, IDOT and the Indiana Department of Transportation (INDOT) completed the Tier One Final Environmental Impact Statement (EIS). In preparing the Tier One EIS, IDOT and INDOT established the project's purpose and need, and also arrived at the preferred alignment. According to the final report, "a transportation system improvement(s) is needed in the Study Area to address the following needs: 1. Improve Regional Mobility; 2. Address Local System Deficiencies; 3. Provide for Efficient Movement of Truck Freight."

The preferred alignment, named B3, extends for 47 miles from I-55 in Illinois to I-65 in Indiana and is the southernmost alignment considered within the CMAP region; portions of the corridor lie just over a mile away from the Will and Kankakee County line. Corridor B3 generally starts at I-55 north of Wilmington, Illinois, touches the southern edge of the Midewin National Tallgrass Prairie, passes south of the proposed South Suburban Airport, and connects with I-65 north of Lowell, Indiana. Corridor B3 includes seven potential interchanges at the following locations: I-55, US 45/52, I-57, IL-1, US 41, SR 55, and I-65. In addition, there are three design concepts for an additional interchange in the vicinity of IL-53.

IDOT and INDOT maintain a Web site for the project at www.illianacorridor.org.

Project Status

IDOT frequently refers to pursuing an "aggressive schedule" for finalizing the engineering phase of this project. IDOT and INDOT are currently undertaking Tier 2 of the EIS process and expect to release a draft EIS in the fall of 2013 and a final EIS in March 2014. Simultaneously, the implementing agencies are evaluating potential funding and financing strategies for implementing the Illiana Corridor including public-private partnerships (P3s). The schedule for P3s includes a Request for Qualifications in the summer of 2013, a Request for Proposals in the fall of 2013, a financial close in fall 2014. IDOT has stated that construction of the facility could begin, at the earliest, in 2015.

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¹ Illiana Tier 1 Final Environmental Impact Statement, page 1-6.

On July 10, 2013, a lawsuit was filed by Openlands, the Midewin Heritage Association, and Sierra Club in the U.S. District Court for the Northern District of Illinois against the Secretary of the United States Department of Transportation, the Administrator of Federal Highway Administration (FHWA), and the Illinois Division Administrator of FHWA. The complaint reads that that the Defendants violated the National Environmental Policy Act (NEPA) in the FHWA's approval of the Tier 1 Final EIS and Record of Decision for the proposed facility.

GO TO 2040 Fiscal Constraint

GO TO 2040 includes a financial plan for transportation investments, which is a requirement under federal regulation. This compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the total transportation system. This process is known as the Plan "fiscal constraint." As GO TO 2040 states, constraint for plans is important because it reminds regional decision makers to set priorities and make trade-offs, rather than including a laundry list of projects and activities. In order for GO TO 2040 to be amended, the public costs for the Illiana Expressway, a new major capital project, would need to be included within the Plan's fiscal constraint.

In general, the Plan strongly recommends a focus on maintenance and modernization of the existing system. GO TO 2040 estimates a total revenue envelope of \$385 billion for transportation investments in northeastern Illinois between 2011 and 2040. Of this amount, only \$10.5 billion (2.7 percent of total funding) can be allocated to the major capital projects specifically named in the Plan. This policy direction results from the level of resources required to operate and maintain the system safely and adequately, to modernize the system and move it toward a state of good repair.

Project Cost

IDOT has published an estimated project cost of \$1.25 billion, of which the Illinois share would be \$950 million.² According to the Tier 1 Record of Decision, the estimate includes costs for construction, utility relocations, right of way³, mitigation, and engineering.⁴ Other than these high level numbers, CMAP has not received additional detailed cost information from IDOT. On May 10, 2013, CMAP requested a description of the funding/financing scenarios considered, including estimates of federal funding, state taxes or fees, tolling (potentially in combination with federal credit assistance), cost sharing with local governments, or other revenue sources. On May 24, 2013, citing the need for confidentiality during its solicitation for private investment in the project, IDOT responded that financial information would be provided to CMAP as it became publicly available.

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² IDOT's presentation to the CMAP Transportation Committee on June 7, 2013 presents these cost estimates in terms of "year of expenditure" for the facility.

³ Land acquisition is currently included in the northeastern Illinois FY 13-16 Transportation Improvement Program (TIP) at \$10 million. A TIP change for an additional \$70 million in land acquisition has been submitted, and will be considered for approval in October.

⁴ Tier 1 Final Environmental Impact Statement, page 4-18.

The construction of new expressways requires a considerable outlay of resources. Rigorous, upfront, and conservative cost projections are vital for delivering projects on time and on budget and for protecting the public interest, particularly in agreements with private entities. Typically, planning level capital and operating cost projections for new toll facilities utilize a methodology that includes a look back at recent bid tabulations, a look forward at comparable cost estimates for other facilities, as well as tested and accepted industry assumptions.

Given the available information, CMAP's observation is that IDOT's estimate of the project cost is low relative to other comparable projects. CMAP gathered construction cost information for several other comparable facilities in the region and across the United States. CMAP then estimated a per-lane mile cost, escalated to 2020 dollars, for these facilities. Using this methodology and IDOT and INDOT's cost projection, the Illiana's per lane mile cost is estimated to be \$8.1 million in 2020 dollars.⁵ This can be compared to other regional highway projects, including the recently constructed I-355 south extension (\$18.9 million per lane mile) and the planned Route 53 extension in Lake County (\$25.3 million per lane mile.⁶)

Outside the region and the state, CMAP finds that other recently constructed highway projects have had higher costs as well. For example, the rural SH 130 (Austin TX, \$12.9 million) the suburban Triangle Expressway (North Carolina, \$14.9 million), the exurban South Bay Expressway (San Diego, \$35.4 million), the suburban Intercounty Connector (Maryland, \$36.2 million), and the suburban President George Bush Turnpike Western Extension (Dallas, \$37.1 million) all have higher per lane mile costs. CMAP was unable to locate an example of a recently constructed highway in the U.S. with lower per lane mile costs than IDOT's cost estimate for the proposed Illiana Expressway.

In summary, more detailed information on IDOT's cost estimation methodology would be required to perform a robust evaluation of the proposed project's financial viability and its impact on GO TO 2040's fiscal constraint.

Other Highway Expansion Costs

The Tier One EIS also assumes approximately 33 miles of nearby expressway will add lanes to accompany the Illiana. These are I-80 from I-355 to Minooka and I-55 from I-80 to Braidwood. Neither of these two projects is included in GO TO 2040. While CMAP has not received any cost estimates from IDOT for these facilities, CMAP staff prepared very basic unit cost estimates for all proposed major capital projects during the GO TO 2040 process. At that time, CMAP

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⁵ The facility is proposed to be 4 lanes and 47 miles in length. CMAP assumed a capital cost of \$1,250,000,000 for midpoint of construction (2016 dollars), and then escalated to 2020 dollars using an annual growth rate of 5%. CMAP applied the same growth rate for the other comparable projects.

⁶ While the costs for I-355 and Rt 53 are considerably higher relative to the Illiana, I-355 and Rt 53 traverse a more urban footprint, which typically increases complexity and costs.

⁷ Cost estimates for comparable projects were derived from http://www.fhwa.dot.gov/ipd/project_profiles/

estimated the total cost for reconstruction and adding a lane to both these facilities to be \$1.5 billion, in 2009 dollars.⁸

Financing and Public Private Partnership

IDOT's stated goal is to pursue a public-private partnership (P3) for the Illiana Expressway, and the expectation is it would operate as a tolled facility. Construction of this facility is not included in the Illinois Tollway's most recent 15 year capital program.

In public forums, IDOT officials have stated that two potential P3 models are under consideration. The first would be a more traditional full concession toll model in which a private partner would design, construct, operate, and maintain the facility and be repaid through toll revenues. The second is an "availability payment" model, in which the public sector would pay a private concessionaire an agreed-upon sum (usually this is done via an annual outlay), over the period of a contract as compensation for design, construction, operations, and maintenance work.

Until a decision is made regarding the preferred P3 model, CMAP cannot evaluate the extent to which either proposed method would clarify elements like facility ownership, financing, performance standards, non-compete clauses, toll rates, or workforce issues, which are all necessary components for assessing how a proposed P3 facility would affect public costs.

Of the two potential models, the availability payment model is fairly new to the U.S., though it has been used more extensively in other parts of the world. In availability payment arrangements, the private entity is not exposed to toll revenue risks, and the public sector can budget for predetermined expenditures spread over many years. While the specific details of these agreements differ, availability payments generally shift risk toward the public sector (which retains tolling authority but runs the risk of outlaying more in availability payments than what the facility can generate in tolls) and away from the private concessionaire (which is guaranteed annual revenues.) On the other hand, this method could also give the public sector more control over performance requirements of the system, toll charges and other operational decisions. Should the facility generate more revenues than originally anticipated, those revenues could stay with the public sector.

Since CMAP is unable to make any assessment on the specific P3 arrangements being proposed for this facility, we would only observe that the national experience with P3 projects has been mixed. Generally speaking, P3's have often been shown to offer cost and time savings resulting from the private sector's better cost containment, more efficient project delivery, and incentives to apply life-cycle analyses to construction and maintenance costs. Additionally, and perhaps most fundamentally, P3s allow greater access to private capital. Substituting private for public

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⁸ GO TO 2040 Major Capital Projects, Updated October 2010. On I-80, the numbers reflect reconstruction and adding a third lane in each direction from the Grundy County Line to US 30 (\$750M). On I-55, the numbers reflect reconstruction and adding a third lane in each direction from I-80 to Coal City Road (\$750M).

dollars allows the public investment to be stretched further, supporting more projects than would otherwise be possible.

However, construction of a new private toll facility also involves a high level of risk for both the public and private sectors. Most fundamentally, there is no "free money." Private loans must be repaid, and private partners will require a reasonable rate of return for their investors. To achieve these objectives, private partners will require a project of this type to generate a reasonable cash flow through tolling or public subsidy. Traffic levels must be projected with accuracy many years into the future, and the financial underpinning of a project is based on these projections. To date, CMAP has not had access to any of the specific information about costs, revenues, or the specific structure of any potential agreements to enable an analysis of how the Illiana Expressway will be financed or how the nature of the proposed public private partnership would protect the public interest.

Project Evaluation

Scenario Definitions and Assumptions

The following sections describe CMAP's analysis of the proposed Illiana Expressway within the context of GO TO 2040 socioeconomic forecasts. The analysis measures the facility's impact on a set of comprehensive regional indicators found in GO TO 2040. Review of these outputs as compared to the IDOT analyses reveals considerable differences in the distribution and totals of socioeconomic indicators. The dissimilarities between GO TO 2040 and IDOT analysis results are due to a substantive difference in the intent and assumptions underlying the two forecasts.

The socioeconomic forecasts in GO TO 2040 are based on a Preferred Regional Scenario that was developed in cooperation with stakeholders and decision-makers across northeastern Illinois as a response to the challenges the region faces. The GO TO 2040 socioeconomic forecasts and fiscally constrained capital projects build on this Preferred Regional Scenario and reflect the plan's emphasis on investment in existing communities, maintenance and modernization of our current transportation and infrastructure assets, and targeted expansion.

IDOT's socioeconomic forecasts assume a substantially different outcome for the region, placing much of the region's growth in outlying, undeveloped areas. According to IDOT, the Illiana Corridor [socioeconomic] forecasts were developed using: "2010 Census data, 90 years of historic population and employment data for the region, current and previous CMAP/CATS socioeconomic forecasts, land availability for development, population holding capacity, demographic data and trends (household size, migration patterns, etc.), local land use policies, and independent Woods & Poole economic forecasts for the region."

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⁹ IDOT. May 10, 2013. "Illiana Corridor Request for Inclusion in the Fiscally Constrained CMAP GO TO 2040 Comprehensive Regional Plan, Supporting Documentation." Presented to the CMAP Transportation Committee on June 7, 2013 and available at

http://www.cmap.illinois.gov/documents/20583/1336560/IDOTIlliana Assessment.pdf/ba900e3d-d01a-49da-be9f-604f9301b433

More detailed discussion of socioeconomic and transportation modeling approaches is provided in the appropriate sections below.

To allow readers to review both sets of analyses in a single location, this document presents results for a CMAP "Base" 2010 existing condition plus four scenarios. For the EIS, IDOT must analyze both a "no-build" scenario, which assumes socioeconomic changes and transportation improvements that would occur regardless of the facility, and a "build" scenario that includes the Illiana and socioeconomic and transportation changes related to the facility. IDOT's "build" scenario includes the B3 alignment chosen in the Tier I EIS as well as IDOT's "committed" widening of I-80 and I-55. CMAP's "no-build" scenario is GO TO 2040, while its "build" scenario is GO TO 2040 with the inclusion of the Illiana B3 corridor. For reference in interpreting the data, Figure 1 outlines each scenario and its underlying assumptions.

Figure 1. CMAP and IDOT Evaluation Scenarios

Scenario Name	Scenario Description	Year	Socioeconomic and Land Use Assumptions	Transportation Network Assumptions
CMAP 2010 Base	Existing Conditions	2010	Census and Employment Security data	Existing
CMAP No- Build	GO TO 2040	2040	GO TO 2040 Preferred Scenario	Fiscally Constrained Major Capital Projects
CMAP Build	GO TO 2040 w/ Illiana B3	2040	GO TO 2040 Preferred Scenario w/ Illiana influence	Fiscally Constrained MCP plus Illiana B3 Corridor
IDOT No- Build	IDOT Existing plus "Committed"	2040	IDOT Alternative Scenario	Fiscally Constrained Major Capital Projects plus additional un-constrained "committed" Major Capital Projects
IDOT Build	IDOT Existing plus "Committed" plus Illiana B3	2040	IDOT Alternative Scenario w/ Illiana Influence	Fiscally Constrained MCP plus additional unconstrained MCP plus Illiana B3 Corridor

Population and Employment Forecasts

The GO TO 2040 population and employment forecasts were produced from integration of land use policy and physical transportation projects and are based on implementation of the key principles of the Preferred Regional Scenario. This scenario calls for more compact, mixed-use development and transportation investments targeted to achieve outcomes such as strategic investment, economic growth, environmental protection, and congestion reduction. Specifically, the Preferred Scenario recommends that much of the region's growth occur "within existing communities that are already served by infrastructure, while recognizing that some development in currently undeveloped areas will also be necessary to support expected growth." ¹⁰

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¹⁰ CMAP Preferred Regional Scenario. Updated January 2010.

IDOT's socioeconomic forecasts are based on historic demographic and development trends, local land use policies, and estimated population capacity. They generally represent continued build-out of the region and study area in patterns and densities similar to those in recently-developed suburban areas of the region. Figure 2 compares the two sets of forecasts for the 2040 build scenarios. The green areas have fewer jobs and households in the IDOT forecasts than in the CMAP forecasts, and the orange and red areas have more. This illustrates the different forecast assumptions about how the region will develop over the next 30 years.

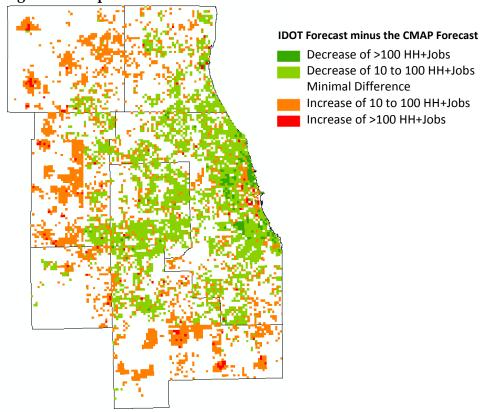


Figure 2. Comparison of CMAP and IDOT 2040 Build Forecasts for Households and Jobs

During the development of GO TO 2040, CMAP assessed the land use and transportation impacts of development scenarios by manipulating twelve land use and transportation management policies to affect the distribution of households and jobs. ¹¹ Combining these policies with network-modeled additions of transportation infrastructure directly results in the new geographic distribution of households and jobs found in the Preferred Scenario. For the Illiana evaluation CMAP prepared a "build" forecast by applying the accessibility changes resulting from Illiana to our "no-build" (GO TO 2040) forecast using the identical technique used to quantify the effects of land use and transportation strategies in the Preferred Scenario. These two forecasts allow for a parallel comparison to IDOT's "no-build" and "build" forecasts.

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¹¹ The four modeled land use strategies are open space preservation, brownfield reinvestment, transit-oriented development, and improved urban design/pedestrian environment. The eight transportation strategies are reduced transit wait time, variable-priced expressways, additional bus routes, increased transit speeds, transit signal priority and arterial rapid transit, advanced arterial signal systems on TSP/ART segments, parking fees, and transportation demand management. See the CMAP Forecast Principles for more information.

2010 Urbanized Area

Since GO TO 2040 emphasizes development within existing communities, the forecasts are provided for the 2010 urbanized area and non-urbanized areas of the region. The current urbanized boundary roughly corresponds with today's existing communities. The proposed Illiana alignment is located about 10 miles south of the current contiguous urbanized area.

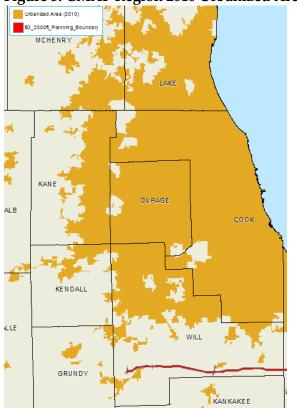


Figure 3. CMAP Region 2010 Urbanized Areas and Proposed Illiana Corridor

Population Forecast

CMAP forecasts a minimal regional population difference between GO TO 2040 and the CMAP "Build" scenario, with an increase of approximately 7,100 residents. Most of the new growth occurs in the southern portion of Will County, capitalizing on the new transportation access provided by the Illiana. Figure 4 outlines the forecasted regional population impacts under the CMAP and IDOT scenarios.

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Figure 4. 2040 Population Forecasts for Urbanized and Non-Urbanized Areas

	CMAP 2010 Base ¹²	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Non-Urbanized	156,095	632,863	637,125	1,080,530	1,079,896
Urbanized	8,207,250	10,495,706	10,498,594	9,932,568	9,925,758
Total	8,363,344	11,128,570	11,135,719	11,013,097	11,005,653
% of 2010-2040 Population					
Growth Outside the Urbanized					
Area ¹³	N/A	17%	17%	36%	36%

In the CMAP "build" scenario, all of the counties in the region besides Will County experience minimal population change as a result of the inclusion of the Illiana. Figure 5 provides build and no-build population forecasts by county.

Figure 5. 2040 Build and No-Build Population Forecasts by County

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County	CMAP 2010 Base ¹⁴	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Cook	5,148,673	6,239,232	6,240,455	5,774,388	5,770,755
DuPage	910,884	1,160,418	1,160,484	1,022,251	1,021,742
Kane	511,885	804,325	804,472	953,533	949,746
Kendall	114,574	207,802	207,812	262,442	261,379
Lake	698,616	971,048	971,084	941,616	940,042
McHenry	307,454	527,773	527,841	692,208	690,522
Will	671,260	1,217,973	1,223,571	1,366,659	1,371,468
Total	8,363,344	11,128,570	11,135,719	11,013,097	11,005,653

Employment Forecast

Similar to the population forecasts, minimal regional employment difference is forecasted between GO TO 2040 and a CMAP "build" scenario, with an increase of approximately 3,800 jobs. Please note that IDOT's forecasted employment projections utilize a different definition of a job that results in a 2010 employment count that is 29 percent higher. ¹⁵ The IDOT 2010

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¹² CMAP does not report institutionalized persons in its population totals as these are not included in the travel demand model inputs. IDOT does include institutionalized persons when reporting population totals, but like CMAP, does not include these in the travel demand model inputs.

¹³ IDOT's data for its 2010 population base was only available at the county level. To adapt it to an analysis of urbanized and non-urbanized areas, the CMAP 2010 employment figures for urbanized and non-urbanized areas were inflated by 1 percent. This is the total percentage difference between the 2010 CMAP population base and the 2010 IDOT population base.

¹⁴ See footnote 12.

¹⁵ CMAP uses Bureau of Labor Statistics (BLS) job definitions to estimate commuting behavior and remain consistent with Census definitions. IDOT uses Bureau of Economic Analysis (BEA) job definitions which result in a higher total job count. These added jobs are a mix of secondary jobs, interns and part-time student workers, farm workers,

employment base is shown below, and the higher employment counts have been utilized in IDOT traffic models.

Figure 6. 2040 Employment Forecasts for Urbanized and Non-Urbanized Areas

	CMAP 2010 Base ¹⁶	CMAP No-Build	CMAP Build	IDOT 2010 Base ¹⁷	IDOT No-Build	IDOT Build
Non-Urbanized	68,666	292,850	295,388	88,677	483,627	492,176
Urbanized	3,734,967	5,047,859	5,049,087	4,823,458	6,142,554	6,125,813
Total	3,803,633	5,340,709	5,344,475	4,912,135	6,626,181	6,617,989
% of 2010-2040 Job						
Growth Outside the						
Urbanized Area	N/A	15%	15%	N/A	23%	24%

Most of the increased employment accrues to Will County, which gains approximately 2,900 of the forecasted jobs in the CMAP "build" scenario. The remaining counties in the region are minimally impacted, with small gains or losses with the inclusion of the Illiana in a GO TO 2040-derived scenario. For further comparison, the table below also includes IDOT's 2010 employment by county.

Figure 7. 2040 Build and No-Build Employment Forecasts by County

Jobs	CMAP 2010 Base	CMAP No-Build	CMAP Build	IDOT 2010 Base	IDOT No-Build	IDOT Build
Cook	2,380,215	2,978,217	2,978,898	3,125,720	3,528,299	3,521,505
DuPage	608,757	780,339	780,508	689,770	861,218	858,495
Kane	186,714	368,464	368,467	255,778	509,619	504,666
Kendall	22,080	73,187	73,178	29,462	94,492	93,401
Lake	314,896	470,902	470,912	427,450	638,086	633,859
McHenry	88,999	187,781	187,747	134,274	321,513	319,199
Will	201,972	481,819	484,766	249,681	672,954	686,864
Total	3,803,633	5,340,709	5,344,475	4,912,135	6,626,181	6,617,989

Transportation Performance

As with the socioeconomic forecast, CMAP included the Illiana B3 corridor in a "build" scenario to assess transportation performance impacts.

private home workers, and similar unique job categories. Use of BEA job definitions results in a 29 percent higher employment count in the 2010 IDOT employment base. The travel models used by both CMAP and IDOT are estimated using the BLS definition as input.

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¹⁶ See footnote 15.

¹⁷ IDOT's data for its 2010 employment base was only available at the county level. To adapt it to an analysis of urbanized and non-urbanized areas, the CMAP 2010 employment figures for urbanized and non-urbanized areas were inflated by 29 percent. This is the total percentage difference between the 2010 CMAP base and the 2010 IDOT base. See footnote 15 for more information.

Freight

IDOT has devoted considerable effort to developing a travel demand model that provides an improved sensitivity to truck travel that passes through the region, effectively expanding the data inputs to include national-scale truck flows. Because of GO TO 2040's emphasis on development of advanced freight models, CMAP took an early interest in the Illiana truck modeling techniques. Well before release of the Tier I EIS, IDOT provided CMAP with computer code and data to permit implementation of these techniques in-house. To improve the comparability of the freight-relevant performance measures between the Illiana forecasts and the improved scenario, CMAP has applied the IDOT truck modeling method to the quantitative elements of this evaluation. The net effect is to isolate the components of truck demand that are incidental to national freight flows and which are generated by forecasted socioeconomic change.

Tolling

All transportation performance analyses in this document, from both IDOT and CMAP, assume an untolled Illiana facility. While the facility would likely be tolled, IDOT has not yet assessed willingness to pay toll rates or the impact that varying toll rates may have on travel demand for the facility. To meet the requirements of the FEIS process, IDOT is performing a diversion analysis to assess the potential impact on local roads if Illiana users divert from the facility as a reaction to tolls.

Willingness to pay a toll on the Illiana will likely be found among travelers seeking to entirely bypass the most congested portion of the region because the Illiana provides no significant congestion relief for travelers within the urbanized area. Since the Illiana is intended to serve primarily freight movement, assessment of heavy truck users passing through the region will be a critical component of any tolling analysis.

<u>Impact on Regional Transportation Performance</u>

CMAP analyzed the transportation performance impacts of the Illiana B3 corridor for the region as a whole. The project would add 36 miles, or 144 lane miles, of expressway within the region, increasing the major capital project roadway miles from 409 to 445. Please note that IDOT includes a higher mileage for major capital projects due to inclusion of I-80 and I-55 expansion projects which are not included in GO TO 2040.

The regional transportation performance differences between GO TO 2040 and a CMAP "build" scenario are minimal. With respect to GO TO 2040 indicators, the Illiana has varied impacts. It has an insignificant impact on transit mode share. Regional congestion remains the same, but vehicle miles traveled (VMT) in the region are increased. These minimal differences are consistent with other region-wide analyses of the impact of a single capital project. Substantive differences between the CMAP and IDOT analyses are due to the different underlying socioeconomic assumptions.

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¹⁸ The major capital projects miles total includes reconstruction or add-lane projects like I-90 and expressway extensions like 53/120. The major capital project miles total is the sum of the length of each project rather than a lane-mile total.

Figure 8. Regional Transportation Performance Impacts of the Illiana

	CMAP 2010 Base	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
VehicleMilesTraveled(000)	153,355	211,401	213,107	226,017	226,360
% congested VMT	5%	9%	9%	14%	13%
Vehicle Hours Traveled (000)	4,528	6,632	6,592	7,252	7,156
% congested VHT	10%	20%	20%	27%	26%
% Transit to work	12%	12%	12%	11%	11%
Major Capital Project Miles		409	445	444	480

On a regional basis, the Illiana corridor provides more measurable benefits to heavy trucks when the CMAP build and no-build are compared. There is a one percentage point reduction in the percentage of VMT in congestion for heavy trucks. Overall, heavy trucks travel fewer hours and more miles in the region in the CMAP build scenario.

Figure 9. Transportation Performance of Heavy Trucks in the Build and No-Build Scenarios

Regional Travel Demand (Heavy Trucks)	CMAP 2010 Base	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Vehicle Miles Traveled (000)	24,040	37,547	37,698	40,284	39,556
% congested VMT	9%	12%	11%	19%	17%
Vehicle Hours Traveled (000)	222	425	420	440	422
% congested VHT	16%	29%	29%	36%	35%

The Illiana also provides a one percentage point reduction in the percentage of vehicle miles traveled in congestion when only the region's expressways are analyzed. The facility increases expressway VMT and vehicle hours travelled (VHT) overall. The proportion of VHT in congestion does not change.

Figure 10. Impact of the Illiana on CMAP Region Expressways

Regional Travel Demand (on Expressways)	CMAP 2010 Base	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Vehicle Miles Traveled (000)	61,701	79,124	81,172	87,326	90,235
% congested VMT	7%	10%	9%	17%	16%
Vehicle Hours Traveled (000)	1,030	1,522	1,534	1,604	1,642
% congested VHT	11%	22%	22%	33%	30%

The map in Figure 11 compares congestion on the region's expressways in the CMAP no-build and build scenarios. Congestion is defined as the forecast traffic on a segment exceeding its design capacity. Red areas are congested in both scenarios, and blue areas are congested in the no-build but not in the build scenario. These benefits generally accrue to sections of I-80, with minimal congestion reduction benefits to the rest of the region's expressway network. As

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described above, these benefits are most likely due to the diversion of heavy trucks from other expressways in the region.

Change in Congestion
Congested in CMAP No-Build and Build
Congested in CMAP No-Build and
Uncongested in CMAP Build

Proposed Illiana Expressway

Figure 11. Comparison of Expressway Congestion in the CMAP No-Build and Build Scenarios

Comparison to GO TO 2040 Fiscally Constrained Major Capital Projects

CMAP also assessed the impact of the Illiana on the expressway Major Capital Projects (MCPs) in GO TO 2040. These impacts are generally related to the redirection of a portion of heavy truck traffic from the MCPs to the Illiana. In line with its stated intent, the Illiana Corridor will carry significantly more freight traffic than the other MCPs. The Illiana's heavy truck mode share of 43 percent is significantly higher than all other MCPs. I-90 and I-80 have the next-highest heavy truck percentages in the CMAP "build" scenario: the I-90 managed lanes project is 26 percent heavy truck and the I-80 add-lanes project is 18 percent heavy truck.

Overall, inclusion of the Illiana in the CMAP "build" scenario reduces heavy truck volume on all MCPs. As a result, total volume increases on some of the MCPs as automobiles backfill the space vacated by trucks. Therefore, overall congestion impacts are minimal for most MCPs.

Figure 12. Comparison of the Illiana to the GO TO 2040 Expressway Major Capital Projects

	Daily Vehicle Miles Traveled (000)		% Heavy Truck		% Congested	
	CMAP	CMAP	СМАР	CMAP	СМАР	CMAP
	No-Build	Build	No-Build	Build	No-Build	Build
GO TO 2040 Major Capital Projects	13,605	13,597	15%	13%	7%	6%

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Illiana Corridor		1,504		47%		6%
MCPs with Illiana	13,605	15,101	15%	17%	7%	5%

Economic Impacts

A new expressway is typically associated with higher economic output, both because of the short-term expenditures from construction activity and – more importantly – the long-term gains in efficiency due to shorter travel times and better market access. Based on an analysis using economic impact software, CMAP estimates the Illiana to increase gross regional product (GRP) by \$425 million in 2040, compared to a no-build scenario¹⁹. These impacts are mostly due to improvements in market access, or the number of customers that a business can reach within a certain drive time. Will County sees almost all of the improvement in market accessibility. The economic impact analysis also estimates total travel cost savings of \$3.6 million, of which \$2.1 million is attributable to freight travel.

Figure 13. Illiana Gross Regional Product Impacts

Economic Impacts	CMAP 2010	No-Build	CMAP Build	IDOT Build
GRP (billions)	\$437.0	\$802.5	\$802.9	\$804.5

In contrast, IDOT's build scenario assumptions estimate a \$2-billion increase in GRP in 2040 compared to the no-build scenario. Again, the change is due mostly to market access improvements, with the largest change in Will County. Kane and Kendall see their market access reduced. The impact is higher using IDOT's build scenario because the baseline and build scenarios assume more population and employment in the area served by the Illiana, and therefore more travel time savings from building the Illiana, than does the CMAP build scenario.

Environmental Indicators

CMAP assessed the impact of the Illiana on several environmental indicators from GO TO 2040. A new roadway has the potential to spur significant new development, increase VMT, decrease congestion, and decrease travel times, all of which impact the region's natural resources. The following provides a discussion of the Illiana's potential impact on selected GO TO 2040 indicators as well as mitigation and impact reduction options.

The Tier I EIS compared the expected impacts of alternative alignments for the Illiana at the corridor level using standard GIS techniques. The Tier 2 EIS is expected to investigate many of these impacts at a finer level of detail, with field surveys and with the benefit of additional information about facility design. The purpose of CMAP's analysis is not to reexamine these impacts, but to analyze the project relative to the regional indicators identified in GO TO 2040. Nevertheless, there are a number of rare, unique, and special resources in the corridor, and

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¹⁹ Note that the economic impact analysis software uses only one set of economic assumptions to establish a no-build scenario – they do not vary between CMAP and IDOT.

these are being considered to varying extents in the Tier 2 study. Examples include the Kankakee River and Forked Creek, which are considered Biologically Significant Streams in Illinois, and of course the Midewin National Tallgrass Prairie. Natural resource agencies reviewing the Illiana have called attention to the need to protect grassland birds and expand grassland bird habitat in the area, as called for in the Illinois Wildlife Action Plan, as grassland birds are declining in Illinois. Among other detailed studies for Tier II, the Fish and Wildlife Service recommended studies of the impacts of highway noise on breeding birds at Midewin related to increased truck traffic on Illinois Route 53.

Impervious surface

GO TO 2040 uses imperviousness as a regional indicator of the potential impact of development on water resources. Based on the Tier 1 EIS, the pavement that is part of the Illiana expressway is expected to add about 766 acres of total impervious surface to the study area (approximately 450 acres within Illinois). Under the CMAP forecasts, the development associated with the expressway is forecast to result in an increase of 1,500 more acres in the Illinois portion of the Illiana study area by 2040. Under the IDOT forecasts, the increase is 2,400 acres.

No information in either case is available as to the amount of "effective" impervious area, that portion that directly runs off into surface waters. Imperviousness is most meaningful at a watershed level. The level of 10% imperviousness is often considered a rule-of-thumb threshold for maintaining watershed health. Under both the CMAP build and no-build scenarios, five watersheds are expected to go from less than 10% impervious to greater than 10% impervious. Under the IDOT scenarios, an additional nine watersheds are expected to be more than 10% impervious. In general, IDOT projects more population and employment in the area, which tends to increase imperviousness relative to the base year and relative to the CMAP scenarios.

Figure 14. Analysis of Impervious Surface Generated by the Illiana

Impervious surface	CMAP 2010 Base	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Total impervious acres in Illiana study area	15,832	39,613	41,111	67,729	70,155
No. of watersheds >10% impervious	9	14	14	23	23

Note that design can compensate for some of the increase in imperviousness. For instance, low impact development practices, such as rain gardens, swales, and infiltration basins, can be used to capture and treat runoff. Local communities in the corridor would need to review their development codes to ensure that they encourage or require such practices.

Regional green infrastructure

Regional green infrastructure is a planned landscape of connected open spaces – parks, forest preserves, and so forth linked by open space corridors.²⁰ The concept played an important role

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²⁰ "Green infrastructure" has actually emerged as a term to refer to two different but related planning concepts. As opposed to regional green infrastructure, which is the focus of this discussion, site-scale green infrastructure is a suite

in the GO TO 2040 plan, and following the publication of the plan, CMAP collaborated with Chicago Wilderness to delineate a regional green infrastructure network in more detail (the Green Infrastructure Vision or GIV). Potential impact on the GIV is measured by counting households located in areas identified as part of the GIV. By this measure, constructing the Illiana would increase the potential for impact to the GIV from spinoff development. The overall level of potential impact is higher under the IDOT forecasts because they assume more growth in households and jobs in the study area than do the CMAP forecasts.

Figure 15. Assessment of the Illiana's Impact on Regional Green Infrastructure

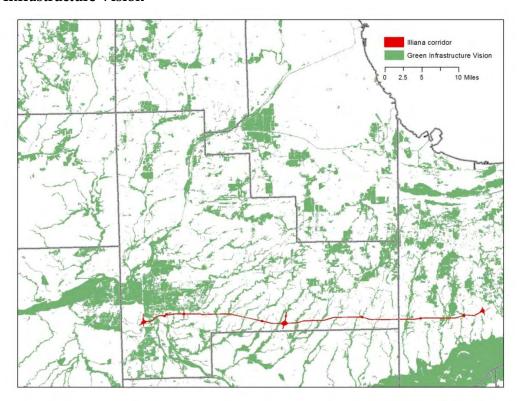
Potential green infrastructure	CMAP	CMAP	CMAP	IDOT	IDOT
impact	2010 Base	No-Build	Build	No-Build	Build
Households in GIV areas in Illiana study area	4,924	5,767	6,245	11,108	11,215

Besides the potential impacts from spinoff development, some resources identified in the GIV are within the Illiana corridor and potentially within the eventual Illiana right-of-way. Approximately 280 acres of the GIV are within the 400-foot Illiana corridor. Neither the Illiana Tier 1 EIS nor IDOT's documentation for its plan amendment request mentions the Chicago Wilderness Green Infrastructure Vision, although many of the resources considered in the development of the Green Infrastructure Vision were also reviewed in the Tier 1 EIS. As with imperviousness, a number of different strategies can be utilized by local governments to help ensure that regional green infrastructure is protected during development, including conservation design ordinances, strategic land acquisitions, and other techniques.

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of practices to handle stormwater that emphasize using vegetation, soils, and natural processes to mimic natural hydrology. These practices are also known as best management practices (BMPs) or low-impact development (LID) techniques.

Figure 16: The Illiana Corridor in the Context of the Chicago Wilderness Green Infrastructure Vision



Water use

GO TO 2040 notes that our water resources are expected to grow more constrained, and that the region should take steps to conserve them. It takes water use as one of the indicators used to track the region's progress over time. The difference in households and jobs between the CMAP no-build and build forecasts would result in roughly 0.6 million gallons per day (mgd) of additional water demand within the study area in 2040. With IDOT's forecasts, the change is 1.4 mgd. These increments are small and are essentially redistributed from elsewhere in the region. Overall, IDOT assumes more population and employment in the study area, translating into a predicted increase in water demand of 21 mgd relative to CMAP's forecasts, or about the same amount of water as Kendall or Grundy Counties use currently.

Figure 17. Assessment of Illiana Impacts on Water Usage

	CMAP 2010	CMAP	CMAP	IDOT	IDOT
	Base	No-Build	Build	No-Build	Build
Water use (mgd) in Illiana study area	10.7	22.2	22.8	42.0	43.4

The most likely source of water to serve the population and employment increase is groundwater. At the same time the Illinois State Water Survey has found that parts of Will County face considerable groundwater drawdowns. In the Illiana corridor, communities have some flexibility in water sources. While groundwater is most often used, the Kankakee River serves Wilmington and some communities in Kankakee County in Illinois. The Kankakee River

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has the capacity to provide more water to serve existing and projected future population, although additional infrastructure investments would have to be made to take advantage of it.

Greenhouse gases

GO TO 2040 notes the importance of reducing greenhouse gas emissions from the transportation sector. At the regional scale, the 2040 traffic associated with the build forecast would produce X MMTCO_{2e}, while the traffic derived from the no-build forecast would produce X% less. Note: This analysis will be completed during the week of July 22.

Local Planning

Technical Task Force Meetings

Development of a new limited-access highway can have significant impacts on surrounding land uses. This is particularly true in areas where there is significant undeveloped and available land, as is the case with the Illiana Corridor, which has 217,000 acres of agricultural land and 14,000 acres of vacant land within the Study Area. As part of the Illiana Tier II EIS process, IDOT created a Technical Task Force to discuss land use considerations and context-sensitive solutions for the corridor. The major outcome of this work was a set of visions, goals, and strategies for communities to consider when planning for the corridor. The TTF was convened for three workshops over the period of April to May. As a follow-up, Will County, IL and Lake County, IN staff have begun scoping cooperative, county-level land use plans for the corridor.

Local Comprehensive Plans

CMAP has reviewed the comprehensive plans of Crete, Elwood, Manhattan, Peotone, University Park and Wilmington, as well as the 2002 Will County Land Use Policy Plan. Symerton does not have a comprehensive plan, and a copy of Monee's comprehensive plan could not be obtained. The plans have a number of goals in common, including preservation of community character and open space, preparing for suburban expansion, and targeted economic development. All of these plans also devote substantial space to preparing for the impacts and opportunities presented by the South Suburban Airport. However, the majority of the plans either do not acknowledge the potential Illiana Expressway or provide minimal discussion of its potential impacts. Traditionally, communities will plan for major transportation improvements and orient land uses to take advantage of those facilities. This has not been done for the Illiana even though the majority of the study area plans were published in 2007-08. This has occurred not because of a lack of diligence on the part of local municipalities, but due to the accelerated nature of the Illiana approval process.

Specifically, three of the municipal comprehensive plans describe the potential for the Illiana in its current configuration, and only one of those provides a discussion of its impact on land use or transportation. Beecher's comprehensive plan notes that there is potential for a limited-access expressway from I-57 to I-65, but does not address the topic further. University Park notes the potential for the Illiana expressway, but states that the Village's existing access to I-57 is more critical. Manhattan's plan discusses the potential for the Illiana, describes the two main northern

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and southern alignment sets that were being analyzed in 2008, and notes that the expressway will have considerable impact on future development patterns. It designates all areas around the potential Illiana for agriculture and rural residential on its official map and outlines potential commercial development on the margins of the area in its text. Crete would like to update its comprehensive plan, and has applied to CMAP's most recent call for projects for the Local Technical Assistance program to complete this task.

CMAP's observation is that the chosen alignment traverses many areas that have not planned for a major new expressway and do not have plans and policies in place to address the development pressures that a new roadway will generate. In contrast, these communities have been assessing and planning for the potential impact of the South Suburban Airport and suburbanization for some time. Their comprehensive plans orient planned commercial and industrial facilities toward the proposed airport and arterial roads that would access it. Strategies are provided to minimize negative impacts on residential, agricultural and natural areas. In most cases, key expansions of existing road networks and proposed new roadways are identified. However, to date, the communities have not planned in this way, or to this extent, for the proposed Illiana.

Next Steps

CMAP has analyzed the regional impacts of this proposed new facility based on available information. As this document makes clear, a number of details on aspects including the project cost, financing, environmental mitigation and impact reduction options have not been made available. As the Tier 2 EIS process continues to unfold, it is possible that more of this information may become available. CMAP will incorporate all available information into its regional analyses as the agency prepares its staff recommendation.

The public comment period for amending the GO TO 2040 plan to include the Illiana Expressway runs from August 2, 2013 to September 3, 2013. Following the public comment period, CMAP staff will make a recommendation on whether the Plan should be amended to include the Illiana. The Transportation Committee, Regional Coordinating Committee, CMAP Board, and MPO Policy Committee will consider this recommendation in October 2013.

ACTION REQUESTED: Release of the proposed plan amendment for public comment

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100 N. Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

July 29, 2013

Mr. Randall Blankenhorn, Executive Director Chicago Metropolitan Agency for Planning 233 South Wacker Drive, Suite 800 Chicago, Illinois 60606

Dear Mr. Blankenhorn:

Thank you for providing the opportunity to review the July 22, 2013 draft memorandum from CMAP staff to the Transportation Committee regarding the Illiana Expressway proposed amendment to GO TO 2040.

The Illiana project is consistent with the major themes of GO TO 2040, particularly in addressing Regional Mobility. The Illiana Corridor will provide a vitally needed east-west link that improves travel locally, regionally, and even nationally by providing an alternative for interstate truck and auto traffic on I-80. It will allow for more efficient freight movement through the region by improving access to one of the largest existing intermodal freight areas in the U.S. The Illiana project is consistent with CMAP's user pays goal as it is proposed as a tolled facility, and the use of innovative financing in the form of a P3 to leverage private investment. The Illiana Corridor Study has also worked with Will County and the affected communities to integrate planning of the Illiana project with their local plans to ensure consistency with the Livable Communities theme. The Illiana project will create jobs and economic development supporting CMAP's Human Capital theme, and IDOT is conducting an inclusive, transparent process consistent with Efficient Governance.

With regards to the draft memorandum, overall, it appears that the CMAP evaluation findings were similar to the Illiana Corridor Study findings. Both IDOT and CMAP build forecasts with the Illiana project show a small increase in population and employment, as compared to the no build forecasts. Both CMAP and IDOT travel performance results show similar improvements in travel performance. As noted below, IDOT believes that the Illiana project is viable from a financial perspective and that the environment and local planning has been comprehensively addressed in the tiered EIS process.

Our three major comments on the draft memorandum are included below for your consideration.

1. The draft memorandum does not reference the Illiana Tier One Environmental Impact Statement (EIS), which was provided to CMAP, and included participation by CMAP staff. We believe that it is critical that this document is referenced, given that this comprehensive NEPA document provides an in-depth description of the process, evaluation, and decision-making for the selected B3 corridor being refined in Tier Two. The Tier One EIS included an analysis of all biologic and cultural resources



based on an extensive GIS database with 130 layers of resource information. A broad array of stakeholders, including the regulatory and resource agencies, were an integral part of the Tier One EIS process and concurred with the selection of the B3 Corridor. This item should be noted on page 1, 3rd paragraph & Page 15, 2nd paragraph under Environmental Indicators.

2. Pages 3-4, Project Cost: As part of the Tier One EIS provided to CMAP, Appendix G: Cost Estimating Procedure for Roadway System Alternatives describes methodology and assumptions used in developing the cost estimates. Please replace "other than these high level numbers" with:

IDOT's Illiana cost estimate was based on a detailed item quantity takeoff based upon profile and cross sections along with approximate bridge/culvert sizing for a relatively straight forward rural typical section. Unit prices were developed from historical unit prices in Indiana and Illinois."

We believe that the comparison of the Illiana project to the I-355 south extension and IL-53 north extension projects is inappropriate, as the I-355 and IL 53 Extension projects include urban designs, while the Illiana project is a rural design. The I-355 and IL 53 extension parametric unit prices must consider adjustments for urban elements not included in the Illiana project, such as wider travel lanes, concrete median barrier, multi-lane urban crossroad/overpass bridge construction, urban interchange signalization, more retaining walls and noise barriers, wider median shoulders, closed drainage systems, cash collection systems, etc. We suggest inserting the following language to replace the third paragraph on page 4 beginning with the phrase "Outside the region and state, CMAP...":

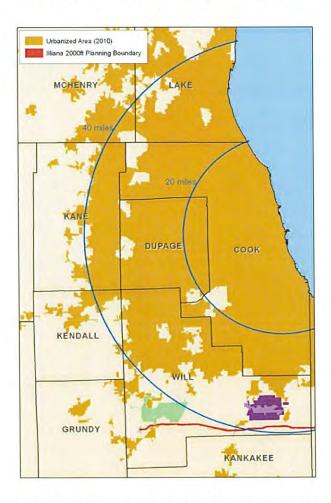
IDOT and INDOT conducted a comparison of capital cost to the I-69 project in Indiana. This construction represents the most current and adjacent project of comparable scale and character to the Illiana Corridor. Based on actual bid prices, the cost per lane mile for Section 3 of I-69 was \$2.1 million per lane-mile as compared to \$5.9 million per lane-mile for the Illiana project. The geographic difference between the I-69 area and the Will County/Lake County area unit prices is approximately 25-30% higher based upon IDOT and INDOT cost data from recent projects.

Also, IDOT's US-67 project in Morgan County was let in June 2011 and had a cost of \$6.1 million per mile for a new 6.5-mile four-lane expressway facility in Morgan County.

Other Highway Expansion Costs: The costs of expansion of I-80 and I-55 that are assumed in the Illiana No Build alternative are not relative to the costs of the Illiana project. As part of maintaining the existing interstate system, improvements to these corridors are needed prior to the year 2040. For example, although the I-80 from Ridge Road to US Route 30 project is not in your GO TO 2040 plan, IDOT recently

requested and CMAP approved into the TIP over \$60M in a series of I-80 bridge replacements to address the most deficient bridges in the corridor (TIP 09-12-0036). We expect these corridor improvements to continue to be implemented in multiple stages over the next 30 years to address the already deteriorating infrastructure conditions.

3. Page 9, Figure 3: The proposed South Suburban Airport and the Midewin National Tallgrass Prairie should be added to this figure, so that reviewers understand that much of the land area in the middle of Will County is not available for development. It would also be useful to add concentric circles (20 and 40 mile radii) from the Chicago Loop to this map. Will County has undeveloped areas that are closer to the regional center than many other areas in the northern, northwestern, and western quadrants. Infill within Will County is consistent with CMAP's goal for a morecompact region. We have attached a revised figure for your consideration.



In addition, we offer the following important clarifications, as noted below.

- The draft memorandum does not reference that the Phase I engineering for the Illiana is currently included in GO TO 2040 as a high priority project. Please add this to the first paragraph on page 1.
- Page 2, top of page: The characterization as "a largely undeveloped portion of the region" does not reflect major developments, such as the South Suburban Airport and intermodal facilities. If this phrase is not changed, please change "placing much of the region's growth" to "placing more of the region's growth."
- Page 2, middle of 1st paragraph under Project Description: Please add "The tiered environmental impact statement (EIS) process was initiated in April 2011 to study an east-west corridor between I-55 and I-65 that would provide an alternate route for motorists travelling the congested I-80 and US-30 corridors; serve as a bypass for trucks around the congested metropolitan area highways; improve access to one of the largest intermodal freight areas in the U.S.; improve access to the proposed South Suburban Airport (SSA); support area economic development; and increase potential for substantial job creation."
- Page 2, end of 1st paragraph under Project Description: "also arrived at the preferred alignment" should be changed to "also arrived at the selected corridor." Also the sentence "According to the final report" should be changed to "According to the Tier One EIS, "A transportation system improvement(s) is needed in the Study Area to address the following needs: 1. Improve regional mobility 2. Alleviate local system congestion and improve local system mobility 3. Provide for efficient movement of freight." to be consistent with the Tier One needs statement.
- Page 2, beginning of 2nd paragraph under Project Description: "The preferred alignment, named B3," should be "The selected corridor, named B3."
- Page 2, middle of 2nd paragraph under Project Description: "touches the southern edge of the Midewin National Tallgrass Prairie," should be "travels south of the Midewin National Tallgrass Prairie" as the corridor does not touch Midewin.
- Page 2, end of 2nd paragraph under Project Description: Please add after the last sentence describing the interchanges, "In addition, due to recent Tier Two stakeholder input and technical analysis, interchanges are also being considered at IL-50 near Peotone, and Wilton Center Road (CH-43, connecting to US-52 south of Manhattan).
- Page 4, 2nd paragraph: Regarding costs escalated to 2020 is not typical way of depicting costs. Constant dollars or year of expenditure dollars are more typical ways to show costs.
- Page 4, 4th paragraph: As stated above, the cost estimation methodology is provided in Appendix G of the Tier One EIS.

- Page 6, 1st full paragraph: suggest the addition of the following at the end of the paragraph: "IDOT has said that they would provide more financial information to CMAP as the financial plan analysis progresses. However, due to the potential for a P3 procurement for the Illiana Expressway, some financial information will need to remain confidential in order to not jeopardize the procurement process for the Illiana Expressway and to ensure competition and innovation among the potential concessionaires."
- Page 6, beginning of last paragraph: The characterization as "a largely undeveloped portion of the region" does not reflect major developments, such as the South Suburban Airport and intermodal facilities. If this phrase is not changed, please change "placing much of the region's growth" to "placing more of the region's growth."
- Page 6, end of last paragraph: Please insert the following: "The IDOT socioeconomic forecasting methodology was reviewed and approved by CMAP staff in 2011."
- Page 7, 2nd paragraph & Figure 1: The description of the CMAP 2010 Base (for population) as Census based should either be footnoted that the CMAP 2010 Base was revised after release of the 2010 Census data in 2011 (which was after the adoption of GO TO 2040), or re-named as 2010 Census population.
- Page 7, middle of 2nd paragraph: "IDOT's 'build' scenario includes the B3 alignment" should be "IDOT's 'build' scenario includes the B3 corridor"
- Page 7, end of 2nd paragraph: CMAP describes its "build" scenario as "GO TO 2040 with the inclusion of the Illiana B3 corridor." Please add a short description as to how the CMAP "build" scenario was developed so the reader can better understand the methodologies used in developing the CMAP Build forecast as compared to the Illiana Build forecasts.
- Page 8, Figure 2: The figure gives the impression that the differences between the
 two build forecasts are due to the Illiana project. Most of the differences between the
 two forecasts are due to the overall forecast assumptions and are reflected in
 the "No-Build Scenario". CMAP's and IDOT's impacts of Illiana (the difference
 between the "Build" and "No-Build" scenarios in both) are almost the same, most
 specifically, in Will County. We recommend that Figure 2 be revised to provide a
 Comparison of CMAP and IDOT 2040 No Build Forecasts for Households and Jobs.
- Page 10, Footnote 13: Footnote 13 states that IDOT data were available only at the County level. This is incorrect, as data by subzone (quarter-sections within the CMAP Region) were provided to CMAP on several occasions during the course of the Illiana Corridor Study.
- Pages 10-11, Footnote 15: The use of BEA data is not intended to inflate employment estimates, but to use a more-complete source. BEA employment (but

not BLS) does include the self-employed, proprietors, household workers, cash-paid workers, agricultural workers, most part-time workers and the military. CMAP models require balancing workers and jobs (after adjusting for those holding multiple jobs). Such balancing cannot be achieved, accurately, unless BEA data are used. Also, the difference between BEA and BLS jobs is increasing; and this divergence would yield low forecasts for employment if BLS trends were extrapolated.

- Page 11, Footnote 17: Please delete "IDOT's data for its 2010 employment base
 was only available at the county level." Data by subzone (quarter-sections within the
 CMAP Region) was provided to CMAP on several occasions during the course of the
 Illiana Corridor Study.
- Page 12, 1st paragraph under Freight: Suggest adding the growing role of freight on the economy (particularly on the study area) and on traffic congestion in the southern half of the region, and the role of Illiana in mitigating such congestion. Improving freight movement efficiency is a goal of GOTO 2040, and the project location is at existing established national freight infrastructure such as railroads, interstate highways, intermodal facilities, and airports. It is important to provide linkage between these facilities.
- Page 12, 1st paragraph under Tolling: As part of the commercial analysis for the
 procurement of the Illiana Expressway, IDOT's and INDOT's consultants have
 examined the impacts of varying toll rates on traffic for the facility as part of the toll
 revenue studies. However, as stated previously, IDOT's financial information will
 need to remain confidential in order not to jeopardize the Illiana Expressway
 procurement process and to ensure competition and innovation among the potential
 concessionaires.
- Page 13, 2nd paragraph & Figure 10: If Figure 10: Impact of the Illiana on CMAP Region Expressways is included, it is recommended that a new figure be shown, Impact of the Illiana on CMAP Region Non-Expressways (Arterials and Collector Road). A more complete picture will result, with the increase in expressway VMT and VHT resulting from addition of the Illiana project, and the reduction in nonexpressway (arterial, collectors, etc.) VMT and VHT from the new figure, which more than offsets the increases in the expressway VMT and VHT.
- Page 14, Figure 11: Suggest deleting Figure 11. IDOT does not believe that I-80 congestion is being accurately depicted, particular in the CMAP scenarios where no widening on the western portion of I-80 is assumed.
- Page 15, 1st paragraph & Figure 13 under Economic Impacts: There is no description as to how CMAP converted and modeled the 2040 "IDOT Build" into the same format as the CMAP No Build and Build.

Figure 13 should be labeled with "2040 No Build," "2040 CMAP Build" and "2040 IDOT Build." Also, are travel time savings and GRP figures both annual numbers?

 Page 15, 2nd paragraph under Environmental Indicators: First sentence should be changed from "alternative alignments" to "alternative corridors"

The paragraph should recognize that all biologic and cultural resources were examined in Tier One based on an extensive GIS database with 130 layers of resource information. The regulatory resource agencies were also an integral part of the Tier One EIS process and concurred with the selection of the B3 Corridor.

- Pages 16-18, Figures 14-16: The analysis, using either forecast methodology, shows a minor impact associated with the Illiana project. However, we have the same concerns about readers focusing on the differences in methodology, rather than the project impacts. We suggest that language be added that focuses on the impact of the project and puts the methodology issue in context. Please also note that although the Green Infrastructure Vision was not addressed in Tier One, there have been numerous discussions and presentations regarding the GIV and its relationship to the Illiana thus far in Tier Two. The "Refinement of the Chicago Wilderness Green Infrastructure Vision Final Report" was released in June 2012.
- Page 16, 3rd paragraph: Utilizing total impervious area as a basis for describing potential changes in watershed health presents a "worst case scenario" of potential impacts. However, the effective impervious area for this proposed project is the key to analyzing watershed impacts. The effective impervious area is typically less than the total impervious area and is affected by watershed-specific practices and the best management practices incorporated into the design. CMAP acknowledges that low impact development practices can reduce potential effects. This analysis should, therefore, be focused on the findings of the Tier Two EIS which will present a more accurate and representative picture of "effective impervious area".
- Page 16, 1st paragraph and page 17, 2nd paragraph: The Refinement of the Chicago Wilderness Green Infrastructure Vision Final Report identified environmental resources in the Illiana Corridor area, including forging natural resource linkages to Midewin and other natural areas, protection of high quality streams, and recognition of specific resources of concern such as grassland birds and wildlife movement. Further analysis of these resources as part of the Tier Two studies is underway, including a detailed assessment of the condition of grassland birds (particularly at Midewin), potential impacts, minimization of these impacts, and potential mitigation measures. As the GIV identifies grassland birds as a critically threatened resource, the project team has closely coordinated the grassland bird strategy with the US Fish & Wildlife Service, US Environmental Protection Agency, US Army Corps of Engineers, Midewin Tallgrass National Prairie managed by the Forest Service, USDA, and the IL Department of Natural Resources.

Regarding the GIV exhibit and key green corridors identified, the Illiana project team has analyzed the riparian corridors in the vicinity of the project, and has considered the connectivity of these corridors to natural areas north and south of the Illiana Corridor including Midewin. Many of the resources impacted as noted in your response (280 acres) are unavoidable given the predominant east-west orientation of Illiana Corridor. The project team is developing strategies for maintaining the riparian corridors for wildlife movement and protecting water quality in these streams through the use of natural buffers. Detailed stream assessments have been completed to identify high quality aquatic resources and measures to protect these resources will be presented in the Tier Two document.

Page 18, 2nd paragraph under Water Use: Regarding groundwater supply, the best management practices (BMPs) being considered for the Illiana Corridor would filter stormwater runoff, detain, and, to some extent, promote infiltration of stormwater runoff. Infiltration can promote groundwater recharge.

BMP swales and basins would be constructed along the Illiana roadside wherever they can physically be installed and provide a functional benefit. BMP swales include roadside ditches or swales designed to optimize pollutant removal. The BMP swales and basins (and other infiltration BMPs) may be designed with gravel bases that, to the extent possible (based on the underlying geology), would be overexcavated to intersect with the underlying parent sands and gravels to promote groundwater recharge and limit surface water runoff. The BMP swales and basins could be designed to capture a water quality volume which would reduce the total surface water discharge volume from the site. These facilities would be designed to have native species and typically have wetland bottoms. The current thinking is that the water quality volume would be based on a 0.75 inch event. Rain events at or below this volume would be captured onsite and infiltrated, evaporated, or evapotranspirated.

 Page 19, 1st paragraph under Technical Task Force Meetings: The paragraph should include reference to the key stakeholders involved in the land use task force meetings. Participants included key county and local planning officials and agencies that will be responsible for working together on a corridor land use plan.

The paragraph should include specific reference to the detailed set of visions, goals and strategies that are consistent with CMAP GO TO 2040 policies and goals. The products of the technical task force include: (1) a commitment by Will County and local land use agencies to work together on a corridor land use plan and (2) specific participant-developed strategies that will be considered and that are consistent with regional goals and objectives for concentrating future development near existing communities. Careful consideration was also given to strategies that would protect and support agriculture and environmental resources in the corridor. Communities along the corridor agreed that the Illiana build scenario population (average increase

of 10 persons per square mile) and employment growth projections are reasonable, and consistent with their goals of modest manageable economic growth.

The last sentence of the paragraph should be replaced with: "IDOT is providing a \$500,000 grant to Will County and the affected municipalities to develop and update their land use plans to better reflect the Illiana project."

We appreciate the opportunity to comment on your draft memorandum and look forward to continued coordination with CMAP regarding our request to include the Illiana project in the fiscally constrained portion of the GO TO 2040 Plan.

Sincerely,

John Fortmann, P.E.

Deputy Director of Highways

Region One Engineer

Illinois Department of Transportation

CC:

Steve Schilke, IDOT Jim Earl, INDOT



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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: July 30, 2013

Re: Proposed Amendment to GO TO 2040 – Illiana Corridor

On April 10, 2013, CMAP received a formal request from the Illinois Department of Transportation (IDOT) to consider inclusion of the proposed Illiana Expressway as a fiscally constrained major capital project (MCP) in the GO TO 2040 comprehensive regional plan. Under federal regulation, this proposed new highway facility would need to be included in GO TO 2040 in order to complete the upcoming Tier 2 Environmental Impact Statement (EIS).

Consistent with how other MCPs were analyzed prior to GO TO 2040's approval, CMAP is evaluating the Illiana against a set of various performance criteria, including consistency with GO TO 2040-adopted policies. CMAP will present the results of this evaluation, a summary of the public comments received, and a staff recommendation to the CMAP Board and MPO Policy Committee in October 2013, at which point those committees will make a decision about whether or not to amend the region's plan with this project.

In anticipation of this request, CMAP had published general guidelines that establish the required process and timeline for evaluating any proposal prior to staff presenting a recommendation to the CMAP Board and MPO Policy Committee. Using these guidelines, a timetable for completion of CMAP's Illiana evaluation was established. On May 10, 2013, IDOT submitted to CMAP a detailed assessment of the Illiana Corridor specifically tailored to addressing GO TO 2040. In their assessment, IDOT describes progress-to-date on preparing an Environmental Impact Statement (EIS) for the Illiana Corridor.¹ IDOT staff presented this information to the CMAP Transportation Committee, CMAP Board, and MPO Policy Committee in early June. IDOT has also transmitted information and data resources for CMAP's use in its evaluation. These include documentation on IDOT's alternative household and job forecasts, IDOT's travel forecasting, and geographic data on the proposed alignment and footprint for the facility. Please review these documents for IDOT's complete assumptions and analysis of this project.

¹ The complete Tier One EIS and further progress on Tier Two can be found at the project website: www.illianacorridor.org.

The purpose of this document is to describe the status of this proposed MCP and evaluate it within the context of GO TO 2040's socioeconomic forecasts. Since this facility would add considerable new highway capacity in a largely undeveloped portion of the region, this document will also describe the status of local land use planning in the corridor.

We are seeking public comment on this proposed capital plan amendment. The Transportation Committee is asked to release the language below for a 30-day public comment period from **August 2 to September 3, 2013**.

Project Description

The Illiana Corridor was initiated in 2006 by the States of Indiana and Illinois through their respective Departments of Transportation. Subsequent legislation was passed in both states enabling a public-private partnership (P3) as a potential mechanism to finance the project. In 2010, the governors of both states signed a Memorandum of Agreement pledging mutual commitment to the project. In January 2013, IDOT and the Indiana Department of Transportation (INDOT) completed the Tier One Final EIS. In preparing the Tier One EIS, IDOT and INDOT established the project's purpose and need and also arrived at the selected corridor. According to the Tier One EIS, "a transportation system improvement(s) is needed in the Study Area to address the following needs: 1. Improve Regional Mobility; 2. Alleviate local system congestion and improve local system mobility and 3. Provide for efficient movement of freight."²

The selected corridor, named B3, extends for 47 miles from I-55 in Illinois to I-65 in Indiana and is the southernmost alignment considered within the CMAP region; portions of the corridor lie just over a mile away from the Will and Kankakee County Line. Corridor B3 generally starts at I-55 north of Wilmington, Illinois, passes the southern edge of the Midewin National Tallgrass Prairie, passes south of the proposed South Suburban Airport, and connects with I-65 north of Lowell, Indiana. Corridor B3 includes seven potential interchanges at the following locations: I-55, US 45/52, I-57, IL 1, US 41, SR 55, and I-65. In addition, there are three design concepts for an additional interchange in the vicinity of IL 53. Also, according to IDOT, due to recent Tier Two stakeholder input and technical analysis, interchanges are also being considered at IL-50 near Peotone, and Wilton Center Road (CH-43, connecting to US-52 south of Manhattan).

Project Status

IDOT frequently refers to pursuing an "aggressive schedule" for finalizing the engineering phase of this project. Funds to complete Phase I Engineering of the Illiana Corridor Project were included as a major capital project recommendation in GO TO 2040. IDOT and INDOT are currently undertaking Tier 2 of the process and expect to release a draft EIS in fall 2013 and a final EIS in March 2014. Simultaneously, the implementing agencies are evaluating potential funding and financing strategies for implementing the Illiana Corridor, including P3s. The schedule for P3s includes a Request for Qualifications in summer 2013, a Request for Proposals in fall 2013, and a financial close in fall 2014. IDOT has stated that construction of the facility could begin, at the earliest, in 2015.

On July 10, 2013, a lawsuit was filed by Openlands, the Midewin Heritage Association, and Sierra Club in the U.S. District Court for the Northern District of Illinois against the Secretary of the U.S.

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² Illiana Tier One Final Environmental Impact Statement, pages 1-6.

Department of Transportation, the Administrator of Federal Highway Administration (FHWA), and the Illinois Division Administrator of FHWA. The complaint reads that that the Defendants violated the National Environmental Policy Act in the FHWA's approval of the Tier 1 Final EIS and Record of Decision for the proposed facility.

GO TO 2040 Fiscal Constraint

GO TO 2040 includes a financial plan for transportation investments, which is a requirement under federal regulation. This compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the total transportation system. This process is known as the plan "fiscal constraint." As GO TO 2040 states, constraint for plans is important because it reminds regional decision makers to set priorities and make trade-offs rather than including an extensive list of projects and activities that may not be affordable or sustainable. In order for GO TO 2040 to be amended, the public costs for the Illiana Corridor, a new MCP, would need to be included within the plan's fiscal constraint.

In general, the plan strongly recommends a focus on maintenance and modernization of the existing system. GO TO 2040 estimates a total revenue envelope of \$385 billion for transportation investments in northeastern Illinois between 2011 and 2040. Of this amount, only \$10.5 billion (2.7 percent of total funding) can be allocated to the MCPs specifically named in the plan. This policy direction results from the level of resources required to operate and maintain the system safely and adequately, as well as modernize the system and move it toward a state of good repair.

Project Cost

IDOT has published an estimated project cost of \$1.25 billion, of which the Illinois share would be \$950 million.³ According to the Tier 1 Record of Decision, the estimate includes costs for construction, utility relocations, right of way,⁴ mitigation, and engineering.⁵ According to IDOT's documentation, the Illiana cost estimate is "based on a detailed item quantity takeoff based upon profile and cross sections along with approximate bridge/culvert sizing for a relatively straightforward rural typical section." Unit prices were developed from historical unit prices in Indiana and Illinois. On May 10, 2013, CMAP requested a description of the funding/financing scenarios considered, including estimates of federal funding, state taxes or fees, tolling (potentially in combination with federal credit assistance), cost sharing with local governments, or other revenue sources. On May 24, 2013, citing the need for confidentiality during its solicitation for private investment in the project, IDOT responded that financial information would be provided to CMAP as it became publicly available.

The construction of new expressways requires a considerable outlay of resources. Rigorous, upfront, and conservative cost projections are vital for delivering projects on time and on budget, as well as for

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³ IDOT's presentation to the CMAP Transportation Committee on June 7, 2013, presents these cost estimates in terms of "year of expenditure" for the facility.

⁴ Land acquisition is currently included in the northeastern Illinois FY 13-16 Transportation Improvement Program (TIP) at \$10 million. A TIP change for an additional \$70 million in land acquisition has been submitted and will be considered for approval in October 2013.

⁵ Tier 1 Final Environmental Impact Statement, pages 4-18.

⁶ See Appendix G of the Tier 1 Environmental Impact Statement.

protecting the public interest, particularly in agreements with private entities. At the planning level, capital and operating cost projections for new toll facilities typically utilize a methodology that includes a look back at recent bid tabulations and a look forward at comparable cost estimates for other facilities, as well as tested and accepted industry assumptions.

Given the available information, CMAP's observation is that IDOT's estimate of the project cost is low relative to other comparable projects. CMAP gathered construction cost information for several other comparable facilities in the region and across the U.S. CMAP then estimated a per-lane mile cost, escalated to 2020 dollars, for these facilities. Using this methodology and IDOT and INDOT's cost projection, the Illiana's per-lane mile cost is estimated to be \$8.1 million in 2020 dollars.⁷ This can be compared to other regional highway projects, including the recently constructed I-355 south extension (\$18.9 million per lane mile) and the planned IL 53 extension in Lake County (\$25.3 million per lane mile).⁸

Outside the region and the state, CMAP finds that other recently constructed highway projects have had higher costs as well. For example, the rural SH 130 (Austin, TX, \$12.9 million), the suburban Triangle Expressway (North Carolina, \$14.9 million), the exurban South Bay Expressway (San Diego, \$35.4 million), the suburban Intercounty Connector (Maryland, \$36.2 million), and the suburban President George Bush Turnpike Western Extension (Dallas, \$37.1 million) all have higher per-lane mile costs. CMAP was unable to locate an example of a recently constructed highway in the U.S. with lower per-lane mile costs than IDOT's cost estimate for the proposed Illiana Corridor.

IDOT and INDOT recently supplied CMAP with a comparison of the Illiana's capital cost to the I-69 project in Indiana. According to IDOT, "this construction represents the most current and adjacent project of comparable scale and character to the Illiana Corridor. Based on actual bid prices, the cost per lane mile for Section 3 of I-69 was \$2.1 million per lane-mile as compared to \$5.9 million per lane-mile for the Illiana project. The geographic difference between the I-69 area and the Will County/Lake County area unit prices is approximately 25-30% higher based upon IDOT and INDOT cost data from recent projects. Also, IDOT's US-67 project in Morgan County was let in June 2011 and had a cost of \$6.1 million per mile for a new 6.5-mile four-lane expressway facility. "10

In summary, a more detailed cost estimate would be required to perform a robust evaluation of the proposed project's financial viability and its impact on GO TO 2040's fiscal constraint. The cost estimation methodology used to-date is described above and in Appendix G of the Tier One EIS.

Other Highway Expansion Costs

The Tier One EIS also assumes approximately 33 miles of nearby expressway will add lanes to accompany the Illiana. These are I-80 from I-355 to Minooka and I-55 from I-80 to Braidwood. Neither of these two projects is included in GO TO 2040. While CMAP has not received any cost

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⁷ The facility is proposed to be four lanes and 47 miles in length. CMAP assumed a capital cost of \$1.25 billion for midpoint of construction (2016 dollars) and then escalated to 2020 dollars using an annual growth rate of 5 percent. CMAP applied the same growth rate for the other comparable projects.

⁸ While the costs for I-355 and IL 53 are considerably higher relative to the Illiana, I-355 and IL 53 traverse a more urban footprint, which typically increases complexity and costs.

⁹ Cost estimates for comparable projects were derived from http://www.fhwa.dot.gov/ipd/project_profiles/.

¹⁰ This information was provided by IDOT in a letter to CMAP dated July 29, 2013.

estimates from IDOT for these facilities, CMAP staff prepared very basic unit cost estimates for all proposed MCPs during the GO TO 2040 process. At that time, CMAP estimated the total cost for reconstruction and adding a lane to both these facilities to be \$1.5 billion, in 2009 dollars.¹¹

Financing and Public-Private Partnership

IDOT's stated goal is to pursue a P3 for the Illiana Corridor, and the expectation is it would operate as a tolled facility. Construction of this facility is not included in the Illinois Tollway's most recent 15-year capital program.

In public forums, IDOT officials have stated that two potential P3 models are under consideration. The first would be a more traditional full concession toll model in which a private partner would design, construct, operate, and maintain the facility and be repaid through toll revenues. The second is an "availability payment" model, in which the public sector would pay a private concessionaire an agreed-upon sum (usually this is done via an annual outlay), over the period of a contract as compensation for design, construction, operations, and maintenance work.

Until a decision is made regarding the preferred P3 model, CMAP cannot evaluate the extent to which either proposed method would clarify elements like facility ownership, financing, performance standards, non-compete clauses, toll rates, or workforce issues, which are all necessary components for assessing how a proposed P3 facility would affect public costs.

Of the two potential models, the availability payment model is fairly new to the U.S., though it has been used more extensively in other parts of the world. In availability payment arrangements, the private entity is not exposed to toll revenue risks, and the public sector can budget for predetermined expenditures spread over many years. While the specific details of these agreements differ, availability payments generally shift risk toward the public sector (which retains tolling authority but runs the risk of outlaying more in availability payments than what the facility can generate in tolls) and away from the private concessionaire (which is guaranteed annual revenues.) On the other hand, this method could also give the public sector more control over performance requirements of the system, toll charges, and other operational decisions. Should the facility generate more revenues than originally anticipated, those revenues could stay with the public sector.

Since CMAP is unable to make any assessment on the specific P3 arrangements being proposed for this facility, we can only observe that the national experience with P3 projects has been mixed. Generally speaking, P3s have often been shown to offer cost and time savings resulting from the private sector's better cost containment, more efficient project delivery, and incentives to apply lifecycle analyses to construction and maintenance costs. Additionally, and perhaps most fundamentally, P3s allow greater access to private capital. Substituting private for public dollars allows the public investment to be stretched further, supporting more projects than would otherwise be possible.

However, construction of a new private toll facility also involves a high level of risk for both the public and private sectors. Most fundamentally, there is no "free money." Private loans must be

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¹¹ GO TO 2040 Major Capital Projects, Updated October 2010. On I-80, the numbers reflect reconstruction and adding a third lane in each direction from the Grundy County Line to US 30 (\$750 million). On I-55, the numbers reflect reconstruction and adding a third lane in each direction from I-80 to Coal City Road (\$750 million).

repaid, and private partners will require a reasonable rate of return for their investors. To achieve these objectives, private partners will require a project of this type to generate a reasonable cash flow through tolling or public subsidy. Traffic levels must be projected with accuracy many years into the future, and the financial underpinning of a project is based on these projections. To date, CMAP has not had access to any of the specific information about costs, revenues, or the specific structure of any potential agreements to enable an analysis of how the Illiana Corridor will be financed or how the nature of the proposed P3 would protect the public interest.

Project Evaluation

Scenario Definitions and Assumptions

The following sections describe CMAP's analysis of the proposed Illiana Corridor within the context of GO TO 2040 socioeconomic forecasts. The analysis measures the facility's impacts on a set of comprehensive regional indicators found in GO TO 2040. Review of these outputs as compared to the IDOT analyses reveals considerable differences in the distribution and totals of socioeconomic indicators. The dissimilarities between GO TO 2040 and IDOT analysis results are due to a substantive difference in the intent and assumptions underlying the two forecasts.

The socioeconomic forecasts in GO TO 2040 are based on a Preferred Regional Scenario that was developed in cooperation with stakeholders and decision-makers across northeastern Illinois as a response to the challenges the region faces. The GO TO 2040 socioeconomic forecasts and fiscally constrained capital projects build on this Preferred Regional Scenario and reflect the plan's emphasis on investment in existing communities, maintenance and modernization of our current transportation and infrastructure assets, and targeted expansion.

IDOT's socioeconomic forecasts assume a substantially different outcome for the region, placing more of the region's growth in outlying, undeveloped areas. According to IDOT, the Illiana Corridor [socioeconomic] forecasts were developed using: "2010 Census data, 90 years of historic population and employment data for the region, current and previous CMAP/CATS socioeconomic forecasts, land availability for development, population holding capacity, demographic data and trends (household size, migration patterns, etc.), local land use policies, and independent Woods & Poole economic forecasts for the region." More detailed discussion of socioeconomic and transportation modeling approaches is provided in the appropriate sections.

To allow readers to review both sets of analyses in a single location, this document presents results for a 2010 "Base" existing condition plus four scenarios. For the EIS, IDOT must analyze both a "nobuild" scenario, which assumes socioeconomic changes and transportation improvements that would occur regardless of the facility, and a "build" scenario that includes the Illiana and socioeconomic and transportation changes related to the facility. IDOT's "build" scenario includes the B3 corridor chosen in the Tier 1 EIS, as well as IDOT's "committed" widening of I-80 and I-55. CMAP's "no-build" scenario is GO TO 2040, while its "build" scenario is GO TO 2040 with the inclusion of the Illiana B3 corridor. For reference in interpreting the data, The table below outlines each scenario and its underlying assumptions.

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¹² IDOT. May 10, 2013. "Illiana Corridor Request for Inclusion in the Fiscally Constrained CMAP GO TO 2040 Comprehensive Regional Plan, Supporting Documentation." Presented to the CMAP Transportation Committee on June 7, 2013, and available at http://tinyurl.com/ldve3p5.

Figure 1. Illiana Evaluation Scenarios

Scenario Name	Scenario Description	Year	Socioeconomic and Land Use Assumptions	Transportation Network Assumptions
2010 Base	Existing Conditions	2010	U.S. Census and employment security data	Existing
CMAP No- Build	GO TO 2040	2040	GO TO 2040 Preferred Scenario	Fiscally Constrained MCP
CMAP Build	GO TO 2040 with Illiana B3	2040	GO TO 2040 Preferred Scenario with Illiana influence	Fiscally Constrained MCP plus Illiana B3 Corridor
IDOT No- Build	IDOT Existing plus "Committed"	2040	IDOT Alternative Scenario	Fiscally Constrained MCP plus additional un-constrained "committed" MCP
IDOT Build	IDOT Existing plus "Committed" plus Illiana B3	2040	IDOT Alternative Scenario with Illiana Influence	Fiscally Constrained MCP plus additional un-constrained MCP plus Illiana B3 Corridor

Source: Chicago Metropolitan Agency for Planning. Note: MCP stands for major capital projects.

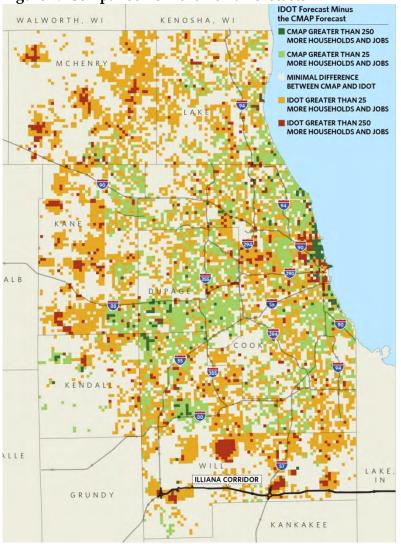
Population and Employment Forecasts

The GO TO 2040 population and employment forecasts were produced from integration of land use policy and physical transportation projects and are based on implementation of the key principles of the Preferred Regional Scenario. This scenario calls for more compact, mixed-use development and transportation investments targeted to achieve outcomes such as strategic investment, economic growth, environmental protection, and congestion reduction. Specifically, the Preferred Scenario recommends that much of the region's growth occur within existing communities that are already served by infrastructure, while recognizing that some development in currently undeveloped areas will also be necessary to support expected growth."¹³

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¹³ CMAP Preferred Regional Scenario. Updated January 2010.

Figure 2. Comparison of 2040 Build Forecasts



Source: Chicago Metropolitan Agency for Planning

IDOT's socioeconomic forecasts are based on historic demographic and development trends, local land use policies, and estimated population capacity. They generally represent continued build-out of the region and study area in patterns and densities similar to those in recently-developed suburban areas of the region. Figure 2 compares the two sets of forecasts for the 2040 "build" scenarios. In the green areas, IDOT forecasts have fewer jobs and households than the CMAP forecasts. In the orange and red areas, IDOT forecasts have more jobs and households than the CMAP forecasts. This illustrates the different forecast assumptions about how the region will develop over the next 30 years¹⁴. During the development of GO TO 2040, CMAP assessed the land use and transportation impacts of development scenarios by manipulating 12 land use and transportation management policies to affect the distribution of households and jobs.¹⁵ Combining these policies with network-

modeled additions of transportation infrastructure directly results in the new geographic distribution of households and jobs found in the Preferred Scenario. For the Illiana evaluation, CMAP prepared a "build" forecast by applying the accessibility changes resulting from Illiana to our "no-build" (GO TO 2040) forecast via the identical technique used to quantify the effects of land use and transportation strategies in the Preferred Scenario. These two forecasts allow for a parallel comparison to IDOT's "no-build" and "build" forecasts.

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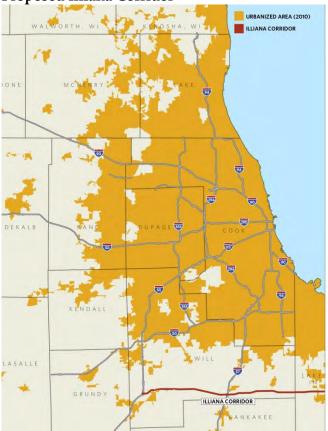
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¹⁴ Both sets of forecasts were prepared under the general guidance of the CMAP Forecast Principles. These provide direction for forecast developers, users and policy makers in using and interpreting the GO TO 2040 preferred scenario data. Consistent with these principles, in 2011, CMAP reviewed and concurred that IDOT's forecasting **methodology** was transparent and consistent with accepted practice. The principles, however, are clear that CMAP cannot concur with **assumptions** of any forecasts that do not conform to the policy direction of GO TO 2040.

¹⁵ The four modeled land use strategies are open space preservation, brownfield reinvestment, transit-oriented development, and improved urban design/pedestrian environment. The eight transportation strategies are reduced transit wait time, variable-priced expressways, additional bus routes, increased transit speeds, transit signal priority and arterial rapid transit, advanced arterial signal systems on transit signal priority/arterial rapid transit segments, parking fees, and transportation demand management. See the CMAP Forecast Principles for more information.

2010 Urbanized Area

Figure 3. CMAP Region 2010 Urbanized Areas and Proposed Illiana Corridor



Source: Chicago Metropolitan Agency for Planning

Because GO TO 2040 emphasizes development within existing communities, the forecasts are provided for the 2010 urbanized area and non-urbanized areas of the region. The current urbanized boundary roughly corresponds with today's existing communities. The proposed Illiana alignment is located about 10 miles south of the current contiguous urbanized area.

Population Forecast

CMAP forecasts a minimal regional population difference between GO TO 2040 and the CMAP "build" scenario, with an increase of approximately 7,100 residents. Most of the new growth occurs in the southern portion of Will County, capitalizing on the new transportation access provided by the Illiana.

Figure 4 outlines the forecasted regional population impacts under the CMAP and IDOT scenarios.

Figure 4. 2040 Population Forecasts by Urbanized and Non-Urbanized Areas

	2010 Base ¹⁶	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Non-Urbanized	156,095	632,863	637,125	1,080,530	1,079,896
Urbanized	8,207,250	10,495,706	10,498,594	9,932,568	9,925,758
Total	8,363,344	11,128,570	11,135,719	11,013,097	11,005,653
% of 2010-40 Population Growth					
Outside the Urbanized Area	N/A	17%	17%	36%	36%

Source: Chicago Metropolitan Agency for Planning analysis.

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¹⁶ CMAP does not report institutionalized persons in its population totals as these are not included in the travel demand model inputs. The 2010 base population above is the 2010 Census total, less institutionalized persons. IDOT does include institutionalized persons when reporting population totals, but like CMAP, does not include these in the travel demand model inputs.

In the CMAP "build" scenario, all of the counties in the region besides Will County experience minimal population change as a result of the inclusion of the Illiana. **Figure 5** provides "build" and "no-build" population forecasts by county.

Figure 5. 2040 Build and No-Build Population Forecasts by County

County	2010 Base ¹⁷	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Cook	5,148,673	6,239,232	6,240,455	5,774,388	5,770,755
DuPage	910,884	1,160,418	1,160,484	1,022,251	1,021,742
Kane	511,885	804,325	804,472	953,533	949,746
Kendall	114,574	207,802	207,812	262,442	261,379
Lake	698,616	971,048	971,084	941,616	940,042
McHenry	307,454	527,773	527,841	692,208	690,522
Will	671,260	1,217,973	1,223,571	1,366,659	1,371,468
Total	8,363,344	11,128,570	11,135,719	11,013,097	11,005,653

Source: Chicago Metropolitan Agency for Planning

Employment Forecast

Similar to the population forecasts, minimal regional employment difference is forecasted between GO TO 2040 and a CMAP "build" scenario, with an increase of approximately 3,800 jobs. Please note that IDOT's forecasted employment projections utilize a different definition of a job that results in a 2010 employment count that is 29 percent higher.¹⁸ The IDOT 2010 employment base is shown in the following table, and the higher employment counts have been utilized in IDOT traffic models.

Figure 6. 2040 Employment Forecasts by Urbanized and Non-Urbanized Areas

	2010 Base	CMAP	CMAP	IDOT 2010	IDOT	IDOT
	2010 Buse	No-Build	Build	Base ¹⁹	No-Build	Build
Non-Urbanized	68,666	292,850	295,388	88,677	483,627	492,176
Urbanized	3,734,967	5,047,859	5,049,087	4,823,458	6,142,554	6,125,813
Total	3,803,633	5,340,709	5,344,475	4,912,135	6,626,181	6,617,989
% of 2010-40 Job						
Growth Outside the						
Urbanized Area	N/A	15%	15%	N/A	23%	24%

Source: Chicago Metropolitan Agency for Planning analysis.

Most of the increased employment accrues to Will County, which gains approximately 2,900 of the forecasted jobs in the CMAP "build" scenario. The remaining counties in the region are minimally

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¹⁷ See footnote 16.

¹⁸ CMAP uses Bureau of Labor Statistics (BLS) job definitions to estimate commuting behavior and remain consistent with U.S. Census definitions. IDOT uses Bureau of Economic Analysis (BEA) job definitions that result in a higher total job count. These added jobs are a mix of secondary jobs, interns, and part-time student workers, farm workers, private home workers, and similar unique job categories. Use of BEA job definitions results in a 29 percent higher employment count in the 2010 IDOT employment base. The travel models used by both CMAP and IDOT are estimated using the BLS definition as input. ¹⁹ IDOT's data for its 2010 employment base was taken from the Tier One EIS documentation. To adapt it to an analysis of urbanized and non-urbanized areas, the CMAP 2010 employment figures for urbanized and non-urbanized areas were adjusted by 29 percent. This is the total percentage difference between the 2010 CMAP base and the 2010 IDOT base. See footnote 18 for more information.

impacted, with small gains or losses from the inclusion of the Illiana in a GO TO 2040-derived scenario. For further comparison, the following table also includes IDOT's 2010 employment by county.

Figure 7. 2040 Build and No-Build Employment Forecasts by County

lobs	CMAP 2010	СМАР	CMAP	IDOT 2010	IDOT	IDOT
Jobs	Base	No-Build	Build	Base	No-Build	Build
Cook	2,380,215	2,978,217	2,978,898	3,125,720	3,528,299	3,521,505
DuPage	608,757	780,339	780,508	689,770	861,218	858,495
Kane	186,714	368,464	368,467	255,778	509,619	504,666
Kendall	22,080	73,187	73,178	29,462	94,492	93,401
Lake	314,896	470,902	470,912	427,450	638,086	633,859
McHenry	88,999	187,781	187,747	134,274	321,513	319,199
Will	201,972	481,819	484,766	249,681	672,954	686,864
Total	3,803,633	5,340,709	5,344,475	4,912,135	6,626,181	6,617,989

Source: Chicago Metropolitan Agency for Planning analysis.

Transportation Performance

As with the socioeconomic forecast, CMAP included the Illiana B3 corridor in a "build" scenario to assess transportation performance impacts.

Freight

IDOT has devoted considerable effort to developing a travel demand model that provides an improved sensitivity to truck travel that passes through the region, effectively expanding the data inputs to include national-scale truck flows. Because of GO TO 2040's emphasis on development of advanced freight models, CMAP took an early interest in the Illiana truck modeling techniques. Well before release of the Tier 1 EIS, IDOT provided CMAP with computer code and data to permit implementation of these techniques in-house. To improve the comparability of the freight-relevant performance measures between the Illiana forecasts and the improved scenario, CMAP has applied the IDOT truck modeling method to the quantitative elements of this evaluation. The net effect is to isolate the components of truck demand that are incidental to national freight flows and are generated by forecasted socioeconomic change.

Tolling

All transportation performance analyses in this document, from both IDOT and CMAP, assume an untolled Illiana facility. While the facility would likely be tolled, IDOT has not yet made publicly available willingness to pay toll rates or the impact that varying toll rates may have on travel demand for the facility. To meet the requirements of the federal EIS process, IDOT is performing a diversion analysis to assess the potential impact on local roads if Illiana users divert from the facility as a reaction to tolls.

Willingness to pay a toll on the Illiana will likely be found among travelers seeking to entirely bypass the most congested portion of the region because the Illiana provides no significant congestion relief for travelers within the urbanized area. Since the Illiana is intended to primarily serve freight movement, assessment of heavy truck users passing through the region will be a critical component of any tolling analysis.

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<u>Impact on Regional Transportation Performance</u>

CMAP analyzed the transportation performance impacts of the Illiana B3 corridor for the region as a whole. The project would add 36 miles, or 144 lane miles, of expressway within the region, increasing the MCP roadway miles from 409 to 445.²⁰ Please note in the table below that IDOT includes a higher mileage for MCPs due to inclusion of I-80 and I-55 expansion projects, which are not included in GO TO 2040.

The regional transportation performance differences between GO TO 2040 and a CMAP "build" scenario are minimal. With respect to GO TO 2040 indicators, the Illiana has varied impacts. It has an insignificant impact on transit mode share. Regional congestion remains the same, but vehicle miles traveled (VMT) in the region are increased. These minimal differences are consistent with other region-wide analyses of the impact of a single capital project. Substantive differences between the CMAP and IDOT analyses are due to the different underlying socioeconomic assumptions.

Figure 8. 2040 Regional Transportation Performance Impacts of Illiana

Regional Travel Demand (All facilities)	2010 Base	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Vehicle Miles Traveled (000)	153,355	211,401	213,107	226,017	226,360
% Congested VMT	5%	9%	9%	14%	13%
Vehicle Hours Traveled (000)	4,528	6,632	6,592	7,252	7,156
% Congested VHT	10%	20%	20%	27%	26%
% Transit to Work	12%	12%	12%	11%	11%
Major Capital Project Miles		409	445	444	480

Source: Chicago Metropolitan Agency for Planning

On a regional basis, the Illiana Corridor provides more measurable benefits to heavy trucks when the CMAP "build" and "no-build" scenarios are compared. There is a one percentage point reduction in the percentage of VMT in congestion for heavy trucks. Overall, heavy trucks travel fewer hours and more miles in the region in the CMAP "build" scenario.

Figure 9. 2040 Regional Transportation Performance Impacts of Illiana—Heavy Trucks

Regional Travel Demand	2010 Base	CMAP	CMAP	IDOT	IDOT
(Heavy Trucks)		No-Build	Build	No-Build	Build
Vehicle Miles Traveled (000)	24,040	37,547	37,698	40,284	39,556
% Congested VMT	9%	12%	11%	19%	17%
Vehicle Hours Traveled (000)	222	425	420	440	422
% Congested VHT	16%	29%	29%	36%	35%

Source: Chicago Metropolitan Agency for Planning

The Illiana also provides a one percentage point reduction in the percentage of VMT in congestion when only the region's expressways are analyzed. The facility increases expressway VMT and vehicle hours travelled (VHT) overall. The proportion of VHT in congestion does not change.

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²⁰ The major capital projects miles total includes reconstruction or add-lane projects such as I-90 and expressway extensions such as IL 53/120. The major capital project miles total is the sum of the length of each project rather than a lane-mile total.

Figure 10. 2040 Regional Transportation Performance Impacts of Illiana—Expressways

Regional Travel Demand (on Expressways)	2010 Base	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Vehicle Miles Traveled (000)	61,701	79,124	81,172	87,326	90,235
% Congested VMT	7%	10%	9%	17%	16%
Vehicle Hours Traveled (000)	1,030	1,522	1,534	1,604	1,642
% Congested VHT	11%	22%	22%	33%	30%

Source: Chicago Metropolitan Agency for Planning analysis.

The **Figure 11** map compares congestion on the region's expressways in the CMAP "no-build" and "build" scenarios. Congestion is defined as the forecast traffic on a segment exceeding its design capacity. Red areas are congested in both scenarios, and blue areas are congested in the "no-build" scenario but not in the "build" scenario. These benefits generally accrue to sections of I-80, with minimal congestion reduction benefits to the rest of the region's expressway network. As described previously, any benefits are most likely due to the diversion of heavy trucks from other expressways in the region.

Figure 11. Expressway Congestion in the CMAP No-Build and Build Scenarios



Source: Chicago Metropolitan Agency for Planning

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Comparison to GO TO 2040 Fiscally Constrained Major Capital Projects

CMAP also assessed the impact of the Illiana on the expressway MCPs in GO TO 2040. These impacts are generally related to the redirection of a portion of heavy truck traffic from the MCPs to the Illiana. In line with its stated intent, the Illiana Corridor will carry significantly more freight traffic than the other MCPs. The Illiana's heavy truck mode share of 47 percent is significantly higher than all other MCPs. I-90 and I-80 have the next-highest heavy truck percentages in the CMAP "build" scenario: The I-90 managed lanes project is 26 percent heavy truck and the I-80 add-lanes project is 18 percent heavy truck.

Overall, inclusion of the Illiana in the CMAP "build" scenario reduces heavy truck volume on all MCPs. As a result, total volume increases on some of the MCPs as automobiles backfill the space vacated by trucks. Therefore, overall congestion impacts are minimal for most MCPs.

Figure 12. 2040 Illiana Impact on GO TO 2040 Expressway Major Capital Project Performance

	Daily Vehicle Miles Traveled (000)		% Heavy	% Heavy Truck		ested
	CMAP	CMAP	CMAP	CMAP	CMAP	CMAP
	No-Build	Build	No-Build	Build	No-Build	Build
GO TO 2040 Major Capital	13,605	42.507	15%	13%	7%	60/
Projects	15,005	13,597	15%	15%	/ 70	6%
Illiana Corridor		1,504		47%		6%
MCPs with Illiana	13,605	15,101	15%	17%	7%	5%

Source: Chicago Metropolitan Agency for Planning

Economic Impacts

A new expressway is typically associated with higher economic output, both because of the short-term expenditures from construction activity and–more importantly–the long-term gains in efficiency due to shorter travel times and better market access. Based on an analysis using economic impact software, CMAP estimates the Illiana to increase gross regional product by \$425 million in 2040, compared to a "no-build" scenario.²¹ These impacts are mostly due to improvements in market access, or the number of customers that a business can reach within a certain drive time. Will County sees almost all of the improvement in market accessibility. The economic impact analysis also estimates annual total travel cost savings of \$3.6 million, of which \$2.1 million is attributable to freight travel.

Figure 13. Illiana Impact on 2040 Gross Regional Product

Economic Impacts	2010	2040 Baseline	2040 CMAP Build	2040 IDOT Build
Gross Regional Product (Billions)	\$437.0	\$802.5	\$802.9	\$804.5

Source: Chicago Metropolitan Agency for Planning

In contrast, IDOT's "build" scenario assumptions estimate a \$2-billion increase in GRP in 2040

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 $^{^{21}}$ Note that the economic impact analysis model uses only one set of economic assumptions to establish a single 2040 economic baseline. The difference between CMAP Build and IDOT Build estimates is explained by the effect of varying travel time savings on this baseline found under the two sets of forecast alternatives.

compared to the "no-build" scenario. Again, the change is due mostly to market access improvements, with the largest change in Will County. Kane and Kendall Counties see their market access reduced. The impact is higher using IDOT's "build" scenario because the baseline and "build" scenarios assume more population and employment in the area served by the Illiana, and therefore more travel time savings from building the Illiana, than does the CMAP "build" scenario. The IDOT 'build' scenario results in estimated total travel cost savings of \$10.2 million per year, about half of which accrues to freight

Environmental Indicators

CMAP assessed the impact of the Illiana on several environmental indicators from GO TO 2040. A new roadway has the potential to spur significant new development, increase VMT, decrease congestion, and decrease travel times, all of which impact the region's natural resources. The following provides a discussion of the Illiana's potential impact on selected GO TO 2040 environmental indicators, as well as mitigation and impact reduction options.

The Tier 1 EIS compared the expected impacts of alternative corridors for the Illiana at the corridor level using standard GIS techniques. The Tier 2 EIS is expected to investigate many of these impacts at a finer level of detail, with field surveys and the benefit of additional information about facility design. The purpose of CMAP's analysis is not to reexamine these impacts, but to analyze the project relative to the regional indicators identified in GO TO 2040. Nevertheless, there are a number of rare, unique, and special resources in the corridor, and these are being considered to varying extents in the Tier 2 study. Examples include the Kankakee River and Forked Creek, which are considered biologically significant streams in Illinois, as well as the Midewin National Tallgrass Prairie. Natural resource agencies reviewing the Illiana have called attention to the need to protect grassland birds and expand grassland bird habitat in the area, as called for in the Illinois Wildlife Action Plan, since grassland birds are declining in Illinois. Among other detailed studies for Tier 2, the Fish and Wildlife Service recommended studies of the impacts of highway noise on breeding birds at Midewin related to increased truck traffic on Illinois Route 53.

<u>Impervious Surface</u>

GO TO 2040 uses imperviousness as a regional indicator of the potential impact of development on water resources. Based on the Tier 1 EIS, the pavement that is part of the Illiana Corridor is expected to add about 766 acres of total impervious surface to the study area (approximately 450 acres within Illinois). Under the CMAP forecasts, the development associated with the expressway is forecast to result in an increase of 1,500 more acres in the Illinois portion of the Illiana study area by 2040. Under the IDOT forecasts, the increase is 2,400 acres.

No information in either case is available as to the amount of "effective" impervious area, that portion that directly runs off into surface waters. Imperviousness is most meaningful at a watershed level. The level of 10 percent imperviousness is often considered a rule-of-thumb threshold for maintaining watershed health. Under both the CMAP "build" and "no-build" scenarios, five watersheds are expected to go from less than 10 percent impervious to greater than 10 percent impervious. Under the IDOT scenarios, an additional nine watersheds are expected to be more than 10 percent impervious. In general, IDOT projects more population and employment in the area, which tends to increase imperviousness relative to the base year and relative to the CMAP scenarios.

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Figure 14. No-Build and Build Forecast impact on 2040 Impervious Surface

Impervious Surface	2010 Base	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Total Impervious Acres in Illiana Study Area	15,832	39,613	41,111	67,729	70,155
Number of Watersheds >10% Impervious	9	14	14	23	23

Source: Chicago Metropolitan Agency for Planning

Note that design can compensate for some of the increase in imperviousness. For instance, low impact development practices, such as rain gardens, swales, and infiltration basins, can be used to capture and treat runoff. Local communities in the corridor would need to review their development codes to ensure that they encourage or require such practices.

Regional Green Infrastructure

Regional green infrastructure is a planned landscape of connected open spaces—parks, forest preserves, and so forth linked by open space corridors. The concept played an important role in the GO TO 2040 plan, and following the publication of the plan, CMAP collaborated with Chicago Wilderness to delineate a regional green infrastructure network in more detail (the Green Infrastructure Vision or GIV). Potential impact on the GIV is measured by counting households located in areas identified as part of the GIV. By this measure, constructing the Illiana would increase the potential for impact to the GIV from spinoff development. The overall level of potential impact is higher under the IDOT forecasts because they assume more growth in households and jobs in the study area than do the CMAP forecasts.

Figure 15. Illiana Impact on Regional Green Infrastructure

Potential Green Infrastructure	2010 Base	CMAP	CMAP	IDOT	IDOT
Impact		No-Build	Build	No-Build	Build
Households in Green Infrastructure Vision Areas in Illiana Study Area	4,924	5,767	6,245	11,108	11,215

Source: Chicago Metropolitan Agency for Planning

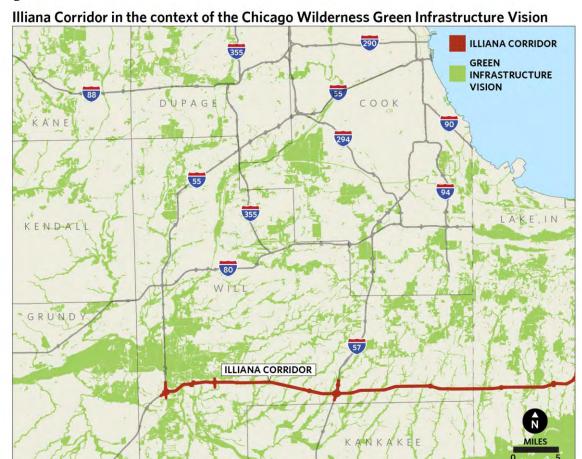
Besides the potential impacts from spinoff development, some resources identified in the GIV are within the Illiana Corridor and potentially within the eventual Illiana right-of-way. Approximately 280 acres of the GIV are within the 400-foot Illiana Corridor. Neither the Illiana Tier 1 EIS nor IDOT's documentation for its plan amendment request mentions the Chicago Wilderness GIV, although many of the resources considered in the development of the GIV were also reviewed in the Tier 1 EIS. As with imperviousness, a number of different strategies can be utilized by local governments to help ensure that regional green infrastructure is protected during development, including conservation design ordinances, strategic land acquisitions, and other techniques.

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²² "Green infrastructure" has actually emerged as a term to refer to two different but related planning concepts. As opposed to regional green infrastructure, which is the focus of this discussion, site-scale green infrastructure is a suite of practices to handle stormwater that emphasize using vegetation, soils, and natural processes to mimic natural hydrology. These practices are also known as best management practices or low-impact development techniques.

Figure 16.



Source: Chicago Metropolitan Agency for Planning analysis.

Water Use

GO TO 2040 notes that our water resources are expected to grow more constrained, and the region should take steps to conserve them. Water use is one of the indicators used to track the region's progress over time. The difference in households and jobs between the CMAP "no-build" and "build" forecasts would result in roughly 0.6 millions of gallons per day (MGD) of additional water demand within the study area in 2040. With IDOT's forecasts, the change is 1.4 MGD. These increments are small and are essentially redistributed from elsewhere in the region. Overall, IDOT assumes more population and employment in the study area, translating into a predicted increase in water demand of 21 MGD relative to CMAP's forecasts, or about the same amount of water as Kendall or Grundy Counties use currently.

Figure 17. Illiana Impact on Water Usage

	2010 Base	CMAP No-Build	CMAP Build	IDOT No-Build	IDOT Build
Water Use (MGD) in Illiana Study Area	10.7	22.2	22.8	42.0	43.4

Source: Chicago Metropolitan Agency for Planning analysis.

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The most likely source of water to serve the population and employment increase is groundwater. At the same time, the Illinois State Water Survey has found that parts of Will County face considerable groundwater drawdowns. In the Illiana Corridor, communities have some flexibility in water sources. While groundwater is most often used, the Kankakee River serves Wilmington and some communities in Kankakee County in Illinois. The Kankakee River has the capacity to provide more water to serve existing and projected future population, although additional infrastructure investments would have to be made to take advantage of it.

Greenhouse Gases

GO TO 2040 notes the importance of reducing greenhouse gas emissions from the transportation sector. At the regional scale, the 2040 traffic associated with the "build" forecast would slightly increase carbon dioxide (CO₂) emissions from the "no-build" forecast. Under IDOT's alternative forecast, CO₂ emissions are essentially unchanged between "no-build" and "build." The overall level of CO₂ emissions is higher with the IDOT scenarios because overall automobile travel is higher than in the CMAP scenarios.

Figure 18. Illiana Impact on Carbon Dioxide Emissions

Annual CO₂ Equivale	JIIIII KASP	CMAP	CMAP	IDOT	IDOT
(million metric tons		No-Build	Build	No-Build	Build
Total	33.2	33.9	34.0	37.4	37.4

Source: Chicago Metropolitan Agency for Planning

Local Planning

Technical Task Force Meetings

Development of a new limited-access highway can have significant impacts on surrounding land uses. This is particularly true in areas where there is significant undeveloped and available land, as is the case with the Illiana Corridor, which has 217,000 acres of agricultural land and 14,000 acres of vacant land within the Study Area. As part of the Illiana Tier 2 EIS process, IDOT created a Technical Task Force (TTF) to discuss land use considerations and context-sensitive solutions for the corridor. The major outcome of this work was a set of visions, goals, and strategies for communities to consider when planning for the corridor. The TTF was convened for three workshops over the period of April to May, 2013. IDOT is providing a \$500,000 grant to Will County and the affected municipalities to develop and update their land use plans to better reflect the Illiana project.

Local Comprehensive Plans

CMAP has reviewed the comprehensive plans of Crete, Elwood, Manhattan, Peotone, University Park, and Wilmington, as well as the 2002 Will County Land Use Policy Plan. Symerton does not have a comprehensive plan, and a copy of Monee's comprehensive plan could not be obtained. The plans have a number of goals in common, including preservation of community character and open space, preparing for suburban expansion, and targeted economic development. All of these plans also devote substantial space to preparing for the impacts and opportunities presented by the South Suburban Airport. However, the majority of the plans either do not acknowledge the potential Illiana Corridor or provide minimal discussion of its potential impacts. Traditionally, communities will plan for major transportation improvements and orient land uses to take advantage of those facilities. This

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has not been done for the Illiana even though the majority of the study area plans were published in 2007-08. This has occurred not because of a lack of diligence on the part of local municipalities, but due to the accelerated nature of the Illiana approval process.

Specifically, three of the municipal comprehensive plans describe the potential for the Illiana in its current configuration, and only one of those provides a discussion of its impact on land use or transportation. Beecher's comprehensive plan notes that there is potential for a limited-access expressway from I-57 to I-65, but does not address the topic further. University Park notes the potential for the Illiana Corridor, but states that the Village's existing access to I-57 is more critical. Manhattan's plan discusses the potential for the Illiana, describes the two main northern and southern alignment sets that were being analyzed in 2008, and notes that the expressway will have considerable impact on future development patterns. It designates all areas around the potential Illiana for agriculture and rural residential on its official map and outlines potential commercial development on the margins of the area in its text. Crete would like to update its comprehensive plan and has applied to CMAP's most recent call for projects for its Local Technical Assistance program to complete this task.

CMAP's observation is that the chosen alignment traverses many areas that have not planned for a major new expressway and do not have plans and policies in place to address the development pressures that a new roadway will generate. In contrast, these communities have been assessing and planning for the potential impact of the South Suburban Airport and suburbanization for some time. Their comprehensive plans orient planned commercial and industrial facilities toward the proposed airport and arterial roads that would access the airport. Strategies are provided to minimize negative impacts on residential, agricultural, and natural areas. In most cases, key expansions of existing road networks and proposed new roadways are identified. However, to date, the communities have not planned in this way, or to this extent, for the proposed Illiana.

Next Steps

CMAP has analyzed the regional impacts of this proposed new facility based on available information. As this document makes clear, a number of details on aspects including the project cost, financing, environmental mitigation, and impact reduction options have not been made available. As the Tier 2 EIS process continues to unfold, it is possible that more of this information may become available. CMAP will incorporate all available information into its regional analyses as the agency prepares its staff recommendation.

The public comment period for amending the GO TO 2040 plan to include the Illiana Corridor runs from August 2 to September 3, 2013. Following the public comment period, CMAP staff will make a recommendation on whether the Plan should be amended to include the Illiana. The Transportation Committee, Regional Coordinating Committee, CMAP Board, and MPO Policy Committee will consider this recommendation in October 2013.

ACTION REQUESTED: Release of the proposed plan amendment for public comment.

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August 20, 2013

«Full_Name»
«Title»
«CompanyAgency»
«Address1»
«Address2»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

As a follow up to the ongoing discussions about the Illiana Corridor project, we would like to take this opportunity to highlight some key issues that have not been fully addressed by the Chicago Metropolitan Agency for Planning's (CMAP) staff as part of their July 30, 2013 evaluation, or in their subsequent presentations to various CMAP committees. These key issues are summarized below, and for further details, please refer to our attached review of CMAP's July 30, 2013 evaluation.

General

The planning work (i.e., Environmental Impact Statement (EIS)) for the Illiana Corridor project was included in the fiscally constrained portion of the GOTO 2040 Plan (Plan), and set the stage for initiating studies in Spring 2011. The Illiana planning process has been a great success thus far, with completion of the first portion of the EIS process (Tier One) through a partnership with stakeholders across a bi-state 900 square mile study area, as well as partnerships between two state Department's of Transportation, two Federal Highway Administration (FHWA) division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals.

CMAP staff has participated in the process from the very beginning, with extensive data sharing, one on one meetings, and as a member of the Illiana Corridor Planning Group. However, CMAP's July 30, 2013 staff evaluation only briefly acknowledges Tier One and the ongoing Tier Two efforts, and instead, CMAP has created a new process for evaluating the Illiana Corridor project that marginalizes the EIS process. The level of information being furnished by the Illinois Department of Transportation (IDOT) in support of this Plan amendment request is well beyond the level of technical detail and stakeholder outreach for any project considered in the development of the Plan.

IDOT cannot obtain FHWA approval of the final portion of the EIS process (Tier Two), which is targeted for early 2014, if the project is not included in the fiscally constrained portion of the Plan. If the Illiana Corridor project is not included in the Plan, a \$40 million investment in the planning for the project will be lost, and the process for soliciting potential concessionaire teams for a Public Private Partnership (P3) will be halted. Therefore, we are requesting a Plan amendment at the October 9, 2013 MPO Policy Committee meeting to keep this regionally significant project moving forward.

Forecast Assumptions

As part of project planning, IDOT and other agencies such as the Illinois Tollway carefully consider the regional data contained in regional plans as a starting point, and make adjustments as appropriate for project level planning. IDOT is using a "market based" forecast methodology to satisfy the requirements of the National Environmental Policy Act (NEPA). Our methodology was approved by CMAP staff at the beginning of the Illiana planning process (footnote 14 on page 8 of CMAP's July 30, 2013 evaluation), and is the same basic methodology that has been used by CMAP and its predecessor agencies for decades. NEPA requires a more rigorous, project level analysis that provides a detailed measurement of the direct, indirect and cumulative effects of the project. A market based forecast is also critical for preparing investment grade traffic and revenue studies, which are used by both IDOT and the Illinois Tollway for ultimately determining the financial viability of tolled projects.

During the Transportation Committee Meeting, there seemed to be a focus on the differences between IDOT and CMAP's "no build" forecasts, which diverts attention from the critical issue, the impact of building the project. CMAP's analysis (figures 4 through 8), which is consistent with IDOT's analysis, shows that the Illiana Corridor project would not have a significant impact upon the urbanization of the region. In addition, CMAP's figures 9 and 10 document that the Illiana would be a strong trucking corridor.

Cost Estimates/Project Financing

As noted in CMAP's memo on pages 3 and 4, IDOT furnished supporting information with respect to the Illiana Corridor project cost, including a detailed description of assumptions (Tier One EIS Appendix G) as well as examples of lower cost projects. The Illiana Corridor project cost estimate is based upon recent construction prices in both Illinois and Indiana, and quantities derived from the preliminary Illiana design. Our cost estimate also includes additional factoring for materials and labor costs in the study area. At the end of this month, the Illiana Corridor project cost estimate will be formally reviewed by the FHWA, and IDOT will share the results of this analysis when it is completed.

Despite the information provided by IDOT thus far, CMAP staff has concluded that the Illiana Corridor project cost is low, but it is important to recognize that this conclusion was based on a more cursory review.

With respect to project financing, IDOT and the Indiana Department of Transportation (INDOT) are preparing to issue a Request for Qualifications, which will formally kick off the process for ultimately selecting a concessionaire team to implement the Illiana Corridor project. As noted in CMAP's July 30, 2013 evaluation, certain aspects of the P3 process must remain confidential to ensure a competitive bidding process, depending upon the type of procurement that is pursued. We will provide other financing information as it becomes available. Overall, it is important to recognize that IDOT will develop a financing strategy that does not assume the removal of any other projects from the fiscally constrained portion of the Plan.

Local Planning

CMAP only briefly acknowledges (page 18) IDOT's ongoing efforts with Will County and the corridor communities with respect to land use planning, and does not highlight the fact that Will County is proceeding with the adoption of the Illiana Corridor project into their Comprehensive Plan. Further, since beginning Tier Two earlier this year, the Illiana Corridor project team has conducted over 60 meetings regarding local land use and potential project impacts. In addition, IDOT has provided a \$500,000 grant to Will County to facilitate updates to local plans. While CMAP's conclusion that local plans may not reflect the Illiana project may be technically correct, it marginalizes the substantive fact that planning for the Illiana corridor is extensive and ongoing. Comparisons to local planning for the proposed South Suburban Airport (SSA) are also not meaningful, given that the SSA has been discussed for decades. In addition, as noted above, both IDOT and CMAP agree that the Illiana Corridor project will not significantly increase the urbanization of the region.

Conclusion

The Illiana Corridor project is consistent with the major goals of the Plan, and the project was acknowledged by CMAP prior to formal adoption of the Plan in October 2010. This set the stage for IDOT's comprehensive planning process, and this request for a Plan amendment. IDOT and INDOT have advanced the NEPA process on an accelerated schedule, which has been a goal of stakeholders both locally and nationally for decades, and is a key feature of MAP 21. IDOT also has had a longstanding practice of collaborating with CMAP and its predecessor agencies to develop project level analyses, enhance the technical aspects of regional planning, and support the implementation of each successive plan. While the Plan represents a major change from CMAP's past forecasting practices, it is very important to keep in mind that NEPA, and the requirements for a project level analysis, have not changed. Regardless, both IDOT and CMAP have concluded that the Illiana Corridor project will not have a significant impact upon the urbanization of the region, and will be a strong trucking corridor.

«Full_Name» August 20, 2013 Page 4

Will County has emerged as a nationally significant inland port, with billions of dollars in goods being imported and exported. Beyond our comprehensive analysis, it's simply common sense that we make strategic transportation investments such as the Illiana Corridor project to maintain and strengthen this existing economic center, and in doing so, strengthen the region.

Thank you, we look forward to working with you on this regionally significant project, and IDOT staff is available at your convenience to provide a project briefing and answer questions.

Sincerely,

Ann L. Schneider Secretary

den Y. Vehaude

Attachment



100 N. Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

IDOT COMMENTS ON JULY 30, 2013 CMAP STAFF EVALUATION MEMORANDUM OF THE ILLIANA CORRIDOR TO THE TRANSPORTATION COMMITTEE August 19, 2013

The Illiana project is consistent with the major themes of GO TO 2040, particularly in addressing Regional Mobility. The Illiana Corridor will provide a vitally needed east-west link that improves travel locally, regionally, and even nationally by providing an alternative for trucks passing through the region and for interstate truck and auto traffic on I-80. It will allow for more efficient freight movement through the region by improving access to one of the largest existing intermodal freight areas in the U.S. The Illiana project is consistent with CMAP's User Pays goal as it is proposed as a tolled facility, and the use of innovative financing in the form of a public-private partnership (P3) to leverage private investment. The Illiana project team has also worked with Will County and the affected communities to integrate the Illiana project into their local plans to ensure consistency with the Livable Communities theme. The Illiana project will create jobs and economic development supporting CMAP's Human Capital theme. In addition, IDOT is conducting an inclusive, transparent process to develop the Illiana Corridor Environmental Impact Statement (EIS), which is consistent with the Efficient Governance theme.

IDOT has reviewed CMAP's July 30, 2013 staff evaluation of the proposed amendment to the GO TO 2040 Plan to include the Illiana Corridor project. Overall, the key CMAP evaluation findings were similar to the Illiana Corridor Study findings. Both CMAP and IDOT show that building the Illiana will result in a small increase in the urbanization of the region. Both CMAP and IDOT show similar improvements in travel performance, and demonstrate that the project will serve as a strong trucking corridor. As noted below, IDOT believes that the Illiana project is viable from a financial perspective and that the environment and local planning has been comprehensively addressed in the tiered EIS process.

Our comments on the memorandum are presented below.

1. Project Status: The planning work (i.e., EIS) for the Illiana Corridor project was included in the fiscally constrained portion of the GO TO 2040 Plan, and set the stage for initiating studies in the Spring of 2011. The Illiana planning process has been a great success thus far, with completion of the first portion of the EIS process (Tier One) through a partnership with stakeholders across a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals.

CMAP staff has participated in the process from the very beginning, with extensive data sharing, one on one meetings, and as a member of the Illiana Corridor Planning Group. However, CMAP's staff evaluation only briefly acknowledges Tier One and the ongoing Tier Two efforts. Instead, CMAP has created a new process for evaluating the





Illiana project that marginalizes the NEPA process. The level of information being furnished by IDOT in support of this Plan amendment request is well beyond the level of technical detail and stakeholder outreach undertaken for any project considered in the development of the GO TO 2040 Plan. A \$40 Million investment in the planning for the project will be lost, and the process for soliciting potential concessionaire teams for a Public Private Partnership will be halted if the project is not in the fiscally constrained plan. Therefore, IDOT is requesting a Plan amendment at the October 9, 2013 MPO Policy Committee meeting to keep this regionally significant project moving forward.

2. Project Cost: We believe that the comparison of the Illiana project to the I-355 south extension and IL-53 north extension projects is inappropriate, as the I-355 and IL-53 extension projects include urban design elements, while the Illiana project is a rural design. The I-355 and IL-53 extension parametric unit prices must consider adjustments for urban elements not included in the Illiana project, such as wider travel lanes, concrete median barrier, multi-lane urban crossroad/overpass bridge construction, urban interchange signalization, a higher number of retaining walls and noise barriers, wider median shoulders, closed drainage systems, and cash collection systems, among other elements.

CMAP's observation that "IDOT's estimate of the project cost is low relative to other comparable projects" is not warranted, given the justification above, as well as considering the additional construction cost information that IDOT provided to CMAP staff on I-69 in Indiana and US-67 in Illinois. Based on actual bid prices, the cost per lane mile for Section 3 of I-69 was \$2.1 million per lane-mile as compared to \$5.9 million per lane-mile for the Illiana project. The geographic difference between the I-69 area and the Will County/Lake County are unit prices is approximately 25-30% higher based on IDOT and INDOT cost data from recent projects. Also, IDOT's US-67 project in Morgan County was let in June 2011 and had a cost of \$1.5 million per lane-mile for a new 6.5-mile four-lane expressway facility. Furthermore, IDOT's Illiana cost estimate is based on a detailed item quantity take-off based on the preliminary roadway profile and cross sections. Unit prices were developed from historical unit prices in Indiana and Illinois. This is consistent with the "rigorous" approach that should be used to estimate construction costs for major capital projects.

Since the Illiana Corridor project has an estimated total cost of \$500 million or more and will receive Federal financial assistance, it is considered a Major Project under FHWA guidelines and must undergo a Cost Estimate Review by the FHWA. IDOT, INDOT, and FHWA will be jointly participating in the Cost Estimate Review from August 27-30, 2013. During this review, FHWA will examine the project in great detail and approve a final cost estimate for the project under a traditional design-bid-build scenario. The final cost estimate will be made publicly available and provide further documentation of the thorough process that has been undertaken to determine the estimated project cost.

In addition, one of the greatest benefits of a P3 approach for delivering a major capital project, such as Illiana, is cost savings. Potential concessionaires have incentives to expedite completion, which typically lowers costs, to seek innovative methods for

managing, designing, selecting materials, and constructing the projects to improve efficiencies and lower costs.

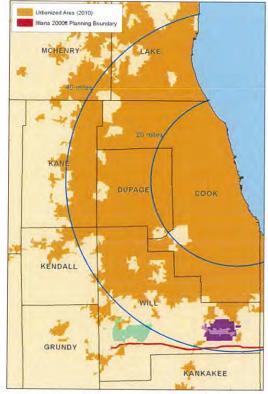
3. CMAP GO TO 2040 Fiscal Constraint: As part of the GO TO 2040 Plan, CMAP developed a transportation financial plan which details the amount of funding that is reasonably expected to be available for all transportation investments from 2010-2040. CMAP determined that \$10.5 billion will be available for major capital projects that are considered a high priority to meet regional transportation needs. Projects determined to meet this criteria are considered "fiscally constrained". There are also many other important regional projects, including the Illiana Corridor project, that are listed as "fiscally unconstrained", due to the need for further planning and cost estimates. CMAP indicates that these projects may be reconsidered for inclusion in the fiscally constrained part of the plan as more detailed planning studies are available, and the project is proven to be financially viable.

During several CMAP committee meetings in August 2013, CMAP staff alluded to the possibility that if the Illiana Corridor project is added into the fiscally constrained portion of the GO TO 2040 Plan, they may remove other projects to stay within the \$10.5 billion they have currently allocated for major capital projects. IDOT does not agree that this will be necessary. As part of the plan amendment process, IDOT will demonstrate how the Illiana can be added to the GO TO 2040 Plan without removing any of the other fiscally constrained projects.

4. Other Highway Expansion Costs: CMAP's staff evaluation noted that the I-55 and I-80 Add Lanes projects included in IDOT's "No-Build Scenario" were not included in the fiscally constrained portion of GO TO 2040, and estimated the total cost of the two projects would be \$1.5 billion based upon a very cursory analysis. These projects are very important for the region, and assumed to be in place by the year 2040 regardless of whether or not the Illiana Corridor project is implemented. I-55 and I-80 are existing corridors that were constructed decades ago, and will require complete replacement, which would be largely covered in the system maintenance portion of the GO TO 2040 Plan. Using recent contract pricing for the I-55 widening from Weber Road to I-80, the incremental cost of adding a lane in each direction is expected to be \$102 million for I-80 and \$68 million for I-55 (in 2013 \$), and financial plans will be submitted as the NEPA process is advanced for these two corridors. We will continue to coordinate the ongoing I-80 study with CMAP and other stakeholders, and work to ensure that these projects are addressed in the 2014 quadrennial update of the regional plan.

As part of maintaining the existing interstate system, improvements to these corridors are needed prior to the year 2040. For example, although the I-80 from Ridge Road to US Route 30 project is not in GO TO 2040, IDOT recently requested and CMAP approved into the TIP over \$60M in a series of I-80 bridge replacements to address the most deficient bridges in the corridor (TIP 09-12-0036). We expect these corridor improvements to continue to be implemented in multiple stages over the next 30 years to address the already deteriorating infrastructure conditions.

- 5. Financing and Public-Private Partnership: IDOT and INDOT have initiated a procurement process for a P3 for the Illiana project. A Request for Information (RFI) Regarding an Innovative Project Delivery Approach for the Illiana Corridor Project was released by IDOT and INDOT on May 29, 2013. The RFI provided an opportunity to receive industry feedback prior to and at the Illiana P3 Industry Forum and associated one-on-one meetings with industry participants on June 24 and 25, 2013. As mentioned in the CMAP staff evaluation, a Request for Qualifications (RFQ) will be released this fall, followed by a Request for Proposals (RFP). Due to the potential for a P3 procurement for the Illiana Corridor, some financial information will need to remain confidential in order to not jeopardize the procurement process and to ensure competition and innovation among the potential concessionaires. The P3 procurement will be halted if the project is not in the fiscally constrained plan
- 6. 2010 Urbanized Area: The proposed South Suburban Airport and the Midewin National Tallgrass Prairie should be added to Figure 3 of CMAP's staff evaluation, so that reviewers understand that much of the land area in the middle of Will County is not available for development. It would also be useful to add concentric circles (20 and 40 mile radii) from the Chicago Loop to this figure. Will County has undeveloped areas that are closer to the regional center than many other areas in the northern, northwestern, and western quadrants. Infill within Will County is consistent with CMAP's goal for a morecompact region. The attached figure provides a better illustration of the Illiana and its relationship to the region.
- 7. Population and Employment Forecasts:
 The CMAP staff evaluation emphasizes the fact that the Illiana Corridor study team did not use the population and employment numbers associated with



CMAP's preferred scenario to develop their "Build" and "No Build" socioeconomic forecasts. However, the socioeconomic forecasts develop by CMAP and IDOT serve different purposes. CMAP's socioeconomic forecasts are policy-driven, which means they are based on government entities implementing policies between now and 2040 that support CMAP's preferred scenario. Their forecasts were developed at a regional level. In order to satisfy the requirements of the National Environmental Policy Act (NEPA), IDOT must develop more focused project-level population and employment forecasts under both "Build" and "No-Build" scenarios. Throughout the development of the Illiana Corridor EIS, IDOT had several one-on-one meetings with CMAP to discuss

the forecasting methodology to be used for the study. During these meetings, IDOT submitted and secured CMAP's concurrence on the methodology used to develop the project-level socioeconomic forecasts.

In describing IDOT's socioeconomic forecasts, CMAP's staff evaluation also omits two key inputs: the 2010 Census and independent Woods and Poole economic forecasts. Unlike the CMAP socioeconomic forecasts, the IDOT socioeconomic forecasts incorporated the results of the 2010 Census. This is important, as the previous 2009 Census estimates used by the CMAP socioeconomic forecasts had some significant discrepancies to the actual 2010 Census results. For example, the City of Chicago 2010 Census population was 200,000 persons lower than the previous 2009 Census estimate.

In addition, the IDOT socioeconomic forecasts used independent Woods and Poole economic forecasts at the county level. Woods and Poole is a well respected economic forecasting firm with government clients across the country, including the Regional Transportation Authority.

Figures 4 - 8 in CMAP's staff evaluation give the impression that the differences between the two build forecasts are due to the Illiana project. Most of the differences between the two forecasts are due to the overall forecast assumptions and are reflected in the "No-Build" scenario. CMAP's and IDOT's impacts of Illiana (the difference between the "Build" and "No-Build" scenarios in both) are almost the same. Most of the difference in the Build versus No-Build scenario is in Will County where the difference in population is 5,998 persons for CMAP, and 4,809 persons for IDOT. Similarly, for employment in Will County, CMAP's difference is 2,947 jobs versus 13,910 jobs in the IDOT forecasts. Communities had reviewed the IDOT build scenario population (average increase of 10 persons per square mile in townships adjacent to the Illiana) and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth.

Lastly, since the Illiana Corridor will be a tolled facility, the socioeconomic forecasts will be used to estimate traffic, tolling, and revenue numbers. The Illiana Corridor Tier One EIS included tolled scenarios, assuming traffic retention on the Illiana ranging from 25% to 75% for screening alternatives (page 2-80 of the FEIS) and from 30% to 60% traffic retention for the EIS alternatives (page 2-104 of the FEIS). For the purposes of securing bonds for roads, more detailed financial forecasts are required at the project-level. IDOT has utilized forecasting methodologies that are similar to those used by the Illinois State Toll Highway Authority (ISTHA) for the same purpose.

8. Freight: The growing role of freight on the economy (particularly on the study area) and on traffic congestion in the southern half of the region, and the role of Illiana in mitigating such congestion should be noted. Improving freight movement efficiency is a goal of GOTO 2040, and the project location is at existing established national freight infrastructure such as railroads, interstate highways, intermodal facilities, and airports. It is important to provide linkage between these facilities. As noted in CMAP's staff evaluation, the Illiana would carry the highest percentage of truck traffic of any major capital project in GO TO 2040.

9. <u>Impact on Regional Traffic Performance</u>: CMAP's staff evaluation indicates that the Illiana will provide no significant congestion relief for travelers within the urbanized area. At the regional level, the Illiana is only 47 miles out of a much larger 461 mile expressway system. The congestion relief benefits associated with the project must be put in the proper context.

Figure 8 of the CMAP memorandum shows 40,000 vehicle hours per day of overall travel time savings for the CMAP Build versus No Build (or 96,000 vehicle hours per day for the IDOT Build versus No Build). These travel time savings have a significant value. Assuming a value of time of \$24 per hour¹ results in almost \$1 million worth of time savings every day.

Figures 8-10 in CMAP's staff evaluation show percentage change in congested VMT and VHT, all rounded to the nearest percent. This does not provide a complete description of performance, because as seen in the table below, the major new facility projects in GO TO 2040 all have very small changes in hours of congestion (all less than 1%, except for the Central Lake County Corridor and Illiana [IDOT Build]). Almost all new transportation projects will have very small percentage change effect on the region, due to the sheer size and enormous amount of travel in the seven-county northeast Illinois region.

Major Capital Project	% Change in Hours of Congestion		
Illiana Project			
CMAP Build	0**		
IDOT Build	-3%**		
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	-4.33%		
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	-0.74%		
West Loop Transportation Center*	-0.06%		
CTA Red Line Extension South*	0		
I-294 / I-57 Interchange*	+0.25%		

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010
** CMAP rounded this figure to the nearest percent

By only showing Figure 10: Impact of the Illiana on CMAP Region Expressways in the CMAP memorandum, the benefits to non-expressway facilities (arterials and collector roads) are not recognized. As seen in the table below, both the CMAP Build and IDOT Build show vehicle miles of travel and vehicle hours of travel savings for arterials and collectors, which more than offsets the increases in the expressway VMT and VHT.

¹ Source: NCHRP Report 456, Guidebook for Assessing the Social and Economic Effects of Transportation Projects (value of vehicle time escalated by CPI-U for Chicago region and a typical mix of passenger and trucks assumed)

Regional Travel Demand (on	CMAP No-	CMAP	IDOT No	IDOT
arterials and collectors)	Build	Build	Build	Build
Vehicle Miles of Travel (000)	132,277	131,935	138,691	136,125
Vehicle Hours of Travel (000)	5,110	5,058	5,648	5,514

Source: Figure 8 Total VMT & VHT minus Figure 10 Expressway VMT & VHT

10. Economic Impacts: Based on the content of the CMAP staff evaluation, IDOT is not clear on the methodologies CMAP used to determine the Gross Regional Product (GRP) estimates. As documented in the Illiana Tier One EIS, IDOT utilized PRISM™, a regional economic impact modeling framework to evaluate the impacts of transportation sector investments on the regional economy (http://prism.pbworld.net/pbcms/web/prism/home). This software incorporates a variety of factors to determine the economic output for the project including short-term construction impacts, long-term accessibility impacts, and tax estimates.

Compared to major new facility projects in GO TO 2040 (GRP estimates from GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010), the 2040 IDOT Build scenario for the Illiana has the highest improvement over the baseline for GRP.

Major Capital Project	Change from CMAP 2040 GRP Baseline	% Change	
Illiana Project			
CMAP Build	+425,000,000	+0.053%	
IDOT Build	+\$2,000,000,000	+0.20%	
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	+755,000,000	+0.12%	
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	+\$294,000,000	+0.047%	
CTA Red Line Extension South*	+\$30,000,000	+0.0048%	
West Loop Transportation Center*	+\$21,000,000	+0.0034%	
I-294 / I-57 Interchange*	+\$3,000,000	+0.0005%	

- * Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010
- 11. Environmental Indicators: The CMAP environmental analysis as illustrated in Figures 14 16, using either forecast methodology, shows a minor impact associated with the Illiana project. However, the format of the memorandum focuses readers on the differences in methodology, rather than the actual project impacts.
- 12. The paragraph should recognize that all biologic and cultural resources were examined in Tier One based on an extensive GIS database with 130 layers of resource information. The Illiana planning process has been a great success thus far, with completion of the Tier One EIS process through a partnership with stakeholders across

a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals of the selection of the B3 Corridor.

- 13. Impervious Surface: Utilizing total impervious area as a basis for describing potential changes in watershed health presents a "worst case scenario" of potential impacts. However, the effective impervious area for this proposed project is the key to analyzing watershed impacts. The effective impervious area is typically less than the total impervious area and is affected by watershed-specific practices and the best management practices incorporated into the design. CMAP has acknowledged that low impact development practices can reduce potential effects. The findings of the Tier Two EIS will present a more accurate and representative picture of the "effective impervious area".
- 14. Regional Green Infrastructure: The Refinement of the Chicago Wilderness Green Infrastructure Vision (GIV) Final Report identified environmental resources in the Illiana Corridor study area, including forging natural resource linkages to Midewin and other natural areas, protection of high quality streams, and recognition of specific resources of concern such as grassland birds and wildlife movement. Further analysis of these resources as part of the Tier Two studies is underway, including a detailed assessment of the condition of grassland birds (particularly at Midewin), potential impacts, minimization of these impacts, and potential mitigation measures. As the GIV identifies grassland birds as a critically threatened resource, the project team has closely coordinated the grassland bird impact assessment strategy with the US Fish & Wildlife Service, US Environmental Protection Agency, US Army Corps of Engineers, Midewin Tallgrass National Prairie managed by the Forest Service, USDA, and the IL Department of Natural Resources.

Regarding the GIV exhibit and key green corridors identified, the Illiana project team has analyzed the riparian corridors in the vicinity of the project, and has considered the connectivity of these corridors to natural areas north and south of the Illiana Corridor including Midewin. Many of the resources impacted as noted in the CMAP staff evaluation (280 acres) are unavoidable given the predominant east-west orientation of Illiana Corridor. The project team is developing strategies for maintaining the riparian corridors for wildlife movement and protecting water quality in these streams through the use of natural buffers. Detailed stream assessments have been completed to identify high quality aquatic resources and measures to protect these resources will be presented in the Tier Two document.

15. <u>Water Use</u>: Regarding groundwater supply, the best management practices (BMPs) being considered for the Illiana Corridor would filter stormwater runoff, detain, and, to some extent, promote infiltration of stormwater runoff. Infiltration can promote groundwater recharge.

BMP swales and basins would be constructed along the Illiana roadside wherever they can physically be installed and provide a functional benefit. BMP swales include roadside ditches or swales designed to optimize pollutant removal. The BMP swales and basins (and other infiltration BMPs) may be designed with gravel bases that, to the extent possible (based on the underlying geology), would be over-excavated to intersect with the underlying parent sands and gravels to promote groundwater recharge and limit surface water runoff. The BMP swales and basins could be designed to capture a water quality volume which would reduce the total surface water discharge volume from the site. These facilities would be designed to have native species and typically have wetland bottoms. The Illiana design and analysis assumes that the water quality volume would be based on a 0.75 inch event. Rain events at or below this volume would be captured onsite and infiltrated, evaporated, or evapotranspirated.

16. Technical Task Force Meetings: It should be noted that key county and local planning officials and agencies that will be responsible for working together on a corridor land use plan participated in the Illiana Land Use Technical Task Force meetings. Also, a detailed set of visions, goals and strategies that are consistent with CMAP GO TO 2040 policies and goals were an outcome of the process. The products of the Technical Task Force include: (1) a commitment by Will County and local land use agencies to work together on a corridor land use plan and (2) specific participant-developed strategies that will be considered and that are consistent with regional goals and objectives for concentrating future development near existing communities. Careful consideration was also given to strategies that would protect and support agriculture and environmental resources in the corridor. Communities along the corridor agreed that the Illiana build scenario population (average increase of 10 persons per square mile) and employment growth projections are reasonable, and consistent with their goals of modest manageable economic growth.

Since beginning Tier Two earlier this year, the Illiana project team has conducted over 60 meetings regarding local land use and potential project impacts. In addition, IDOT has provided a \$500,000 grant to the County to facilitate updates to local plans. While CMAP's conclusion that local plans may not reflect the Illiana project may be technically correct, it marginalizes the substantive fact that planning for the Illiana corridor is extensive and ongoing. Comparisons to local planning for the proposed South Suburban Airport (SSA) are also not meaningful, given that the SSA has been discussed for decades.

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August 21, 2013

Chicago Metropolitan Agency for Planning ATTN: Plan and TIP Amendments "Illiana Expressway" 233 S. Wacker Drive Suite 800 Chicago, Illinois 60606

Dear Residents and Businesses of Northeastern Illinois:

The Illinois Department of Transportation, at the direction of the Governor's Office, desires to move forward with the Illiana Expressway Project near the Will County and Kankakee County border. In order to fast-track this project, the State is requesting an amendment to the Chicago Metropolitan Planning Organization's Transportation Improvement Program (TIP). This amendment is necessary because the project is not part of the financially constrained major capital program included in the region's plan, the GO TO 2040 Regional Comprehensive Plan.

McHenry County believes the process followed to develop the GO TO 2040 Plan was fair, comprehensive, and accurately reflects an understanding of how the Chicago region can be more economically competitive while building great communities. The GO TO 2040 Plan referenced the Illiana Expressway as one of many financially unconstrained projects. This allowed for engineering analysis of alternatives and likely benefits and costs.

The Chicago Metropolitan Agency for Planning (CMAP) wrote a thorough and compelling memorandum documenting the likely benefits and costs of this project. Information provided by the Illinois Department of Transportation on the project website indicates that the project would handle at most 26,000 vehicles a day in the year 2040. According to CMAP, this would provide \$10.2 million a year in travel benefits while the region would have fewer residents.

The State has written and passed legislation specifically to enable this project to be financed as a public private partnership. The estimated cost of the project is estimated to be \$1.25 billion. At this time, the State's share is estimated to be \$950 million towards the construction of this project. As a public private partnership, the State will need to negotiate costs, revenues, and other terms that may or may not expose the State to financial liabilities greater than the \$950 million.

Given the estimated \$1.25 billion cost of the project and unknown financial obligations to the hardworking people of Illinois, the benefits calculated as part of the engineering process (26,000 vehicles a day and \$10.2 million in annual travel benefits) seem to fall far short of justifying an amendment to the TIP at this time. As long as the State continues to arbitrarily limit transportation funding in the Chicago

Page 2 of 2

region based on a formula that caps funding at 45% of the state total, additional funding for this project will mean less funding for projects that have been in the TIP for many years.

McHenry County has a long history of experiencing project delays. For example, the U.S. 14 widening project between Woodstock and Crystal Lake has been in the TIP since 1997 and the State continues to justify construction delay by claiming lack of funding. The County has worked aggressively over the last two decades to secure federal funding earmarks to stymie these arguments. The Western Algonquin Bypass, under construction by IDOT, was realized only after decades of hard pressing by the County. The County had to take the lead on the engineering process to get the project going and had to work with U.S. Representatives and U.S. Senators to secure federal earmarks. When completed, the Western Algonquin Bypass will provide greater benefits than those estimated for the Illiana Expressway as it is expected to carry more traffic (~43,000 in 2030) and is being built for \$40 million.

In short, every single dollar dedicated to the Illiana Expressway could be and should be spent on McHenry County projects that are already in the TIP such as the U.S. 14, the IL 47, and the IL 31 projects as well as dedicated to major capital projects that were included in the financially constrained GO TO 2040 Plan such as the Metra Union Pacific Northwest Commuter Rail New Start project. McHenry County applauds efforts to stimulate the economy, improve the business climate of Illinois, and build sustainable prosperity. However, the Illiana Expressway appears inferior to numerous projects in the region and should not be included in the TIP at this time. Should the State be able to demonstrate that this project can perform better than major capital projects already in the TIP, the County would obviously reconsider this position.

Very truly yours,

Tina Hill

McHenry County Board Chairwoman

September 9, 2013

Ms. Tina Hill Chairwoman McHenry County Government Center 2200 North Seminary Ave. Woodstock, IL 60098

Dear Ms. Hill:

In response to your August 21, 2013 letter regarding the Illiana Corridor project, it would appear that McHenry County was not able to consider the additional information provided in our August 20th letter. That letter was distributed to all the members of the Transportation, Metropolitan Planning Organization Policy and Chicago Metropolitan Agency for Planning (CMAP) Board committees, and responds to each of the issues that McHenry County and CMAP have raised. We would like to take this opportunity to restate the key facts associated with the Illiana Corridor project as well as provide some additional insight to our highway programming plans.

GOTO 2040 Plan

The County has noted that planning the Illiana Corridor project was included in the GOTO 2040 Plan. As described in our August 20th letter, this set the stage for a successful bi-state planning effort that has included more stakeholder participation, technical studies and agency oversight than any other project that was being considered prior to adoption of the GOTO 2040 Plan in fall 2010. CMAP staff has participated throughout the Illiana planning process, and while we are concerned about the timing of their emerging opposition to the project, we are equally concerned about the analysis that supports their opposition.

CMAP Evaluation

As described in our detailed analysis, CMAP staff review of the Illiana Corridor project is cursory, and does not provide a sufficient technical justification for opposing the project. Further, CMAP's evaluation attempts to marginalize the extensive work completed by the Illinois Department of Transportation (IDOT) and project stakeholders as part of the Environmental Impact Study process. The following summarizes our response to the specific issues noted in your letter:

 Regional travel benefits associated with a single project typically have a small percentage difference – the Illiana Corridor project is being compared to a 460 mile expressway system. However, even when considering CMAP's analysis, the Illiana project will provide approximately \$1.0 million in daily travel time savings. Ms. Tina Hill September 9, 2013 Page 2

- CMAP's evaluation of the economic benefits of the Illiana project did not
 make any comparison to other projects currently in the GOTO 2040 Plan. If
 such a comparison was made, as shown in our detailed response, the
 Illiana would have the second highest increase in Gross Regional Product
 of any "new facility" type project in the GOTO 2040 Plan. In addition, the
 Illiana project would create 9,000 construction related short-term jobs, and
 28,000 long-term jobs, which would be spread throughout the region.
- Based on an updated financial analysis, the project will generate toll revenue that will completely pay for the project as well as the operation and maintenance of the facility by 2053.
- The addition of the Illiana project to the fiscally constrained list of major capital projects will not impact other projects on that list. The Illiana Corridor project will be a toll road, and based upon our most recent financial analysis, the project will pay for itself by 2053. Even without considering toll revenue from the Illiana Corridor project, we will be able to cover \$950 million required for the Illinois share of project by adjusting the costs of other IDOT projects in the GOTO 2040 Plan, as described below:
 - I-55 Managed Lanes. This project was advertised in 2010 for consultant services to provide a managed lane on I-55 at an estimated construction cost of \$400 million. However, the GOTO 2040 Plan initially identified a construction cost at \$1.6 billion and assumed complete reconstruction. However, IDOT knows that converting the existing inside shoulders, which were previously widened in the 1990s as part of the reconstruction/rehabilitation of I-55, would cost substantially less. Since a full reconstruction is not needed, the \$1.6 billion estimate is no longer accurate. Furthermore, the initial \$1.6 billion estimate was reduced to \$1.32 billion during the March 2013 amendment to the GOTO 2040 Plan to include the Circle Interchange project in the list of fiscally constrained capital projects even though this project is primarily maintenance of an existing interchange. During the CMAP Board and Metropolitan Planning Organization Policy Committee meetings amending the GOTO 2040 Plan, CMAP acknowledged that the GOTO 2040 plan did not include a comprehensive Interstate plan identifying the region's Interstate transportation needs. As such, CMAP was not aware of the previous I-55 reconstruction/ rehabilitation project. Consequently, complete reconstruction of I-55 is not warranted and the estimated cost of the I-55 managed lanes project is only \$400 million, a savings of over \$900 million.
 - I-57/I-294 Interchange. The cost of the I-57/I-294 Interchange was revised from \$580 million to \$550 Million, due to actual bids coming in lower than estimated. This is one of the benefits of constructing these major projects now since prices are competitive and bids are coming in lower than expected. Additionally, the first phase of this project is almost \$130 million under previous estimates due to the current competitive bidding environment.

With all of these cost adjustments totaling \$950 million, there is more than enough room to add the Illiana into the fiscally constrained portion of the GOTO 2040 plan without needing to remove any other project. One other important fact is that because the Illiana will be a toll road there will be toll revenues that will offset the cost of the Illiana Corridor project over time. Under the FHWA guidance, a new toll or other user fee facility that is supported by the Governor, legislature, and/or other appropriate local/regional decision-makers, is considered funding that can be reasonably expected to be available to a region for a particular project. The GOTO 2040 Plan does not include the Public Private Partnership funding that will be available for the Illiana project as part of the overall funding that can be reasonably expected to be available to the region. We believe that is problematic since we know there will be fees generated by the tolls.

Please also note that arterial projects are not considered in the GOTO 2040 Plan, and are not competing with the major projects in the GOTO 2040 Plan. As noted below, IDOT has made a significant investment in arterial projects that are priorities for McHenry County.

County Projects

Over the past 5 years, IDOT has committed over \$200 million towards construction and preconstruction activities for projects within and adjacent to McHenry County, which demonstrates a strong commitment to improving transportation in McHenry County. District One understands McHenry County's priorities and has regular meetings with your staff, and IDOT staff has worked tirelessly to make these projects a reality. With respect to the Algonquin Bypass project currently under construction and funded through Governor Quinn's Illinois Jobs Now! Capital Program, we overcame a number of unique and extraordinary issues, including special waste challenges at the former Toastmaster property, as well as complex issues regarding a roadway alignment within an active mining area. It is with this same spirit that US Route 14 project is moving along with a letting hopefully soon in FY 2015. Our staff is working with McHenry County College on finalizing the intersection design at the College's entrance and the necessary right of way to construct the project. As you know, the college has requested multiple revisions to their entrance as they continue to refine their entrance design. As such, the original January 2013 schedule for securing the publically and privately owned right-of-way to improve the college entrance has lapsed.

Our sister agency, the Tollway, has advanced the \$2.2 billion reconstruction of the 62-miles of Interstate 90 from Rockford to O'Hare International Airport as part of the \$12 billion Move Illinois Capital Program. This project serves McHenry County residents and will improve commute times to both Rockford and Chicago. Governor Quinn's Illinois Jobs Now! Capital Program included significant funding for the reconstruction of a new interchange at Illinois Route 47, a project strongly supported by McHenry County. We look forward to the interchange at Illinois Route 47 opening this fall, and further discussions

Ms. Tina Hill September 9, 2013 Page 4

regarding a new interchange at Illinois Route 23. In addition, IDOT is in the process of advertising for Design Engineering services for additional lanes along Illinois Route 47 between Huntley and Woodstock. This major add-lanes project is the next logical improvement to the Illinois 47 corridor and will serve central McHenry County by extending our recently completed improvements along Illinois Route 47 through Huntley and by enhancing the improved access at the soon to be completed interchange at Interstate 90. We also look forward to participating in the Tollway's planning for the Illinois Route 53 Extension project, which will provide improved access to both Lake and McHenry County.

Conclusion

In the past, other important transportation projects in our region have been stalled and endlessly debated. The Illiana Corridor has strong local support in Will County much like many of the projects IDOT has delivered in McHenry County. The Illiana will strengthen our economic competitiveness both regionally and internationally by supporting freight and trucking needs in this area. This project has a chance to be truly historic as a Public Private Partnership, which will bring private capital to Illinois and expand our ability to deliver projects. IDOT has a long history of addressing critical transportation needs throughout the region, and has invested billions in doing so. We look forward to continuing our partnership and furthering our common goal of addressing transportation issues in McHenry County and the region. I would greatly appreciate your support for the Illiana project, and look forward to future discussions.

Sincerely, Lun J. Schmidt

Ann L. Schneider

Secretary

Attachment



100 N. Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

IDOT COMMENTS ON JULY 30, 2013 CMAP STAFF EVALUATION MEMORANDUM OF THE ILLIANA CORRIDOR TO THE TRANSPORTATION COMMITTEE August 19, 2013

The Illiana project is consistent with the major themes of GO TO 2040, particularly in addressing Regional Mobility. The Illiana Corridor will provide a vitally needed east-west link that improves travel locally, regionally, and even nationally by providing an alternative for trucks passing through the region and for interstate truck and auto traffic on I-80. It will allow for more efficient freight movement through the region by improving access to one of the largest existing intermodal freight areas in the U.S. The Illiana project is consistent with CMAP's User Pays goal as it is proposed as a tolled facility, and the use of innovative financing in the form of a public-private partnership (P3) to leverage private investment. The Illiana project team has also worked with Will County and the affected communities to integrate the Illiana project into their local plans to ensure consistency with the Livable Communities theme. The Illiana project will create jobs and economic development supporting CMAP's Human Capital theme. In addition, IDOT is conducting an inclusive, transparent process to develop the Illiana Corridor Environmental Impact Statement (EIS), which is consistent with the Efficient Governance theme.

IDOT has reviewed CMAP's July 30, 2013 staff evaluation of the proposed amendment to the GO TO 2040 Plan to include the Illiana Corridor project. Overall, the key CMAP evaluation findings were similar to the Illiana Corridor Study findings. Both CMAP and IDOT show that building the Illiana will result in a small increase in the urbanization of the region. Both CMAP and IDOT show similar improvements in travel performance, and demonstrate that the project will serve as a strong trucking corridor. As noted below, IDOT believes that the Illiana project is viable from a financial perspective and that the environment and local planning has been comprehensively addressed in the tiered EIS process.

Our comments on the memorandum are presented below.

1. Project Status: The planning work (i.e., EIS) for the Illiana Corridor project was included in the fiscally constrained portion of the GO TO 2040 Plan, and set the stage for initiating studies in the Spring of 2011. The Illiana planning process has been a great success thus far, with completion of the first portion of the EIS process (Tier One) through a partnership with stakeholders across a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals.

CMAP staff has participated in the process from the very beginning, with extensive data sharing, one on one meetings, and as a member of the Illiana Corridor Planning Group. However, CMAP's staff evaluation only briefly acknowledges Tier One and the ongoing Tier Two efforts. Instead, CMAP has created a new process for evaluating the





Illiana project that marginalizes the NEPA process. The level of information being furnished by IDOT in support of this Plan amendment request is well beyond the level of technical detail and stakeholder outreach undertaken for any project considered in the development of the GO TO 2040 Plan. A \$40 Million investment in the planning for the project will be lost, and the process for soliciting potential concessionaire teams for a Public Private Partnership will be halted if the project is not in the fiscally constrained plan. Therefore, IDOT is requesting a Plan amendment at the October 9, 2013 MPO Policy Committee meeting to keep this regionally significant project moving forward.

2. Project Cost: We believe that the comparison of the Illiana project to the I-355 south extension and IL-53 north extension projects is inappropriate, as the I-355 and IL-53 extension projects include urban design elements, while the Illiana project is a rural design. The I-355 and IL-53 extension parametric unit prices must consider adjustments for urban elements not included in the Illiana project, such as wider travel lanes, concrete median barrier, multi-lane urban crossroad/overpass bridge construction, urban interchange signalization, a higher number of retaining walls and noise barriers, wider median shoulders, closed drainage systems, and cash collection systems, among other elements.

CMAP's observation that "IDOT's estimate of the project cost is low relative to other comparable projects" is not warranted, given the justification above, as well as considering the additional construction cost information that IDOT provided to CMAP staff on I-69 in Indiana and US-67 in Illinois. Based on actual bid prices, the cost per lane mile for Section 3 of I-69 was \$2.1 million per lane-mile as compared to \$5.9 million per lane-mile for the Illiana project. The geographic difference between the I-69 area and the Will County/Lake County are unit prices is approximately 25-30% higher based on IDOT and INDOT cost data from recent projects. Also, IDOT's US-67 project in Morgan County was let in June 2011 and had a cost of \$1.5 million per lane-mile for a new 6.5-mile four-lane expressway facility. Furthermore, IDOT's Illiana cost estimate is based on a detailed item quantity take-off based on the preliminary roadway profile and cross sections. Unit prices were developed from historical unit prices in Indiana and Illinois. This is consistent with the "rigorous" approach that should be used to estimate construction costs for major capital projects.

Since the Illiana Corridor project has an estimated total cost of \$500 million or more and will receive Federal financial assistance, it is considered a Major Project under FHWA guidelines and must undergo a Cost Estimate Review by the FHWA. IDOT, INDOT, and FHWA will be jointly participating in the Cost Estimate Review from August 27-30, 2013. During this review, FHWA will examine the project in great detail and approve a final cost estimate for the project under a traditional design-bid-build scenario. The final cost estimate will be made publicly available and provide further documentation of the thorough process that has been undertaken to determine the estimated project cost.

In addition, one of the greatest benefits of a P3 approach for delivering a major capital project, such as Illiana, is cost savings. Potential concessionaires have incentives to expedite completion, which typically lowers costs, to seek innovative methods for

managing, designing, selecting materials, and constructing the projects to improve efficiencies and lower costs.

3. CMAP GO TO 2040 Fiscal Constraint: As part of the GO TO 2040 Plan, CMAP developed a transportation financial plan which details the amount of funding that is reasonably expected to be available for all transportation investments from 2010-2040. CMAP determined that \$10.5 billion will be available for major capital projects that are considered a high priority to meet regional transportation needs. Projects determined to meet this criteria are considered "fiscally constrained". There are also many other important regional projects, including the Illiana Corridor project, that are listed as "fiscally unconstrained", due to the need for further planning and cost estimates. CMAP indicates that these projects may be reconsidered for inclusion in the fiscally constrained part of the plan as more detailed planning studies are available, and the project is proven to be financially viable.

During several CMAP committee meetings in August 2013, CMAP staff alluded to the possibility that if the Illiana Corridor project is added into the fiscally constrained portion of the GO TO 2040 Plan, they may remove other projects to stay within the \$10.5 billion they have currently allocated for major capital projects. IDOT does not agree that this will be necessary. As part of the plan amendment process, IDOT will demonstrate how the Illiana can be added to the GO TO 2040 Plan without removing any of the other fiscally constrained projects.

4. Other Highway Expansion Costs: CMAP's staff evaluation noted that the I-55 and I-80 Add Lanes projects included in IDOT's "No-Build Scenario" were not included in the fiscally constrained portion of GO TO 2040, and estimated the total cost of the two projects would be \$1.5 billion based upon a very cursory analysis. These projects are very important for the region, and assumed to be in place by the year 2040 regardless of whether or not the Illiana Corridor project is implemented. I-55 and I-80 are existing corridors that were constructed decades ago, and will require complete replacement, which would be largely covered in the system maintenance portion of the GO TO 2040 Plan. Using recent contract pricing for the I-55 widening from Weber Road to I-80, the incremental cost of adding a lane in each direction is expected to be \$102 million for I-80 and \$68 million for I-55 (in 2013 \$), and financial plans will be submitted as the NEPA process is advanced for these two corridors. We will continue to coordinate the ongoing I-80 study with CMAP and other stakeholders, and work to ensure that these projects are addressed in the 2014 quadrennial update of the regional plan.

As part of maintaining the existing interstate system, improvements to these corridors are needed prior to the year 2040. For example, although the I-80 from Ridge Road to US Route 30 project is not in GO TO 2040, IDOT recently requested and CMAP approved into the TIP over \$60M in a series of I-80 bridge replacements to address the most deficient bridges in the corridor (TIP 09-12-0036). We expect these corridor improvements to continue to be implemented in multiple stages over the next 30 years to address the already deteriorating infrastructure conditions.

- 5. Financing and Public-Private Partnership: IDOT and INDOT have initiated a procurement process for a P3 for the Illiana project. A Request for Information (RFI) Regarding an Innovative Project Delivery Approach for the Illiana Corridor Project was released by IDOT and INDOT on May 29, 2013. The RFI provided an opportunity to receive industry feedback prior to and at the Illiana P3 Industry Forum and associated one-on-one meetings with industry participants on June 24 and 25, 2013. As mentioned in the CMAP staff evaluation, a Request for Qualifications (RFQ) will be released this fall, followed by a Request for Proposals (RFP). Due to the potential for a P3 procurement for the Illiana Corridor, some financial information will need to remain confidential in order to not jeopardize the procurement process and to ensure competition and innovation among the potential concessionaires. The P3 procurement will be halted if the project is not in the fiscally constrained plan
- 6. 2010 Urbanized Area: The proposed South Suburban Airport and the Midewin National Tallgrass Prairie should be added to Figure 3 of CMAP's staff evaluation, so that reviewers understand that much of the land area in the middle of Will County is not available for development. It would also be useful to add concentric circles (20 and 40 mile radii) from the Chicago Loop to this figure. Will County has undeveloped areas that are closer to the regional center than many other areas in the northern, northwestern, and western quadrants. Infill within Will County is consistent with CMAP's goal for a morecompact region. The attached figure provides a better illustration of the Illiana and its relationship to the region.
- Population and Employment Forecasts:
 The CMAP staff evaluation emphasizes
 the fact that the Illiana Corridor study
 team did not use the population and
 employment numbers associated with

Urbanized Area (2010)

Illiana 2000R Planning Boundary

MCHENRY

LAKE

LAKE

DUPAGE

COOK

KENDALL

WILL

GRUNDY

KANKAKEE

CMAP's preferred scenario to develop their "Build" and "No Build" socioeconomic forecasts. However, the socioeconomic forecasts develop by CMAP and IDOT serve different purposes. CMAP's socioeconomic forecasts are policy-driven, which means they are based on government entities implementing policies between now and 2040 that support CMAP's preferred scenario. Their forecasts were developed at a regional level. In order to satisfy the requirements of the National Environmental Policy Act (NEPA), IDOT must develop more focused project-level population and employment forecasts under both "Build" and "No-Build" scenarios. Throughout the development of the Illiana Corridor EIS, IDOT had several one-on-one meetings with CMAP to discuss

the forecasting methodology to be used for the study. During these meetings, IDOT submitted and secured CMAP's concurrence on the methodology used to develop the project-level socioeconomic forecasts.

In describing IDOT's socioeconomic forecasts, CMAP's staff evaluation also omits two key inputs: the 2010 Census and independent Woods and Poole economic forecasts. Unlike the CMAP socioeconomic forecasts, the IDOT socioeconomic forecasts incorporated the results of the 2010 Census. This is important, as the previous 2009 Census estimates used by the CMAP socioeconomic forecasts had some significant discrepancies to the actual 2010 Census results. For example, the City of Chicago 2010 Census population was 200,000 persons lower than the previous 2009 Census estimate.

In addition, the IDOT socioeconomic forecasts used independent Woods and Poole economic forecasts at the county level. Woods and Poole is a well respected economic forecasting firm with government clients across the country, including the Regional Transportation Authority.

Figures 4 - 8 in CMAP's staff evaluation give the impression that the differences between the two build forecasts are due to the Illiana project. Most of the differences between the two forecasts are due to the overall forecast assumptions and are reflected in the "No-Build" scenario. CMAP's and IDOT's impacts of Illiana (the difference between the "Build" and "No-Build" scenarios in both) are almost the same. Most of the difference in the Build versus No-Build scenario is in Will County where the difference in population is 5,998 persons for CMAP, and 4,809 persons for IDOT. Similarly, for employment in Will County, CMAP's difference is 2,947 jobs versus 13,910 jobs in the IDOT forecasts. Communities had reviewed the IDOT build scenario population (average increase of 10 persons per square mile in townships adjacent to the Illiana) and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth.

Lastly, since the Illiana Corridor will be a tolled facility, the socioeconomic forecasts will be used to estimate traffic, tolling, and revenue numbers. The Illiana Corridor Tier One EIS included tolled scenarios, assuming traffic retention on the Illiana ranging from 25% to 75% for screening alternatives (page 2-80 of the FEIS) and from 30% to 60% traffic retention for the EIS alternatives (page 2-104 of the FEIS). For the purposes of securing bonds for roads, more detailed financial forecasts are required at the project-level. IDOT has utilized forecasting methodologies that are similar to those used by the Illinois State Toll Highway Authority (ISTHA) for the same purpose.

8. Freight: The growing role of freight on the economy (particularly on the study area) and on traffic congestion in the southern half of the region, and the role of Illiana in mitigating such congestion should be noted. Improving freight movement efficiency is a goal of GOTO 2040, and the project location is at existing established national freight infrastructure such as railroads, interstate highways, intermodal facilities, and airports. It is important to provide linkage between these facilities. As noted in CMAP's staff evaluation, the Illiana would carry the highest percentage of truck traffic of any major capital project in GO TO 2040.

9. Impact on Regional Traffic Performance: CMAP's staff evaluation indicates that the Illiana will provide no significant congestion relief for travelers within the urbanized area. At the regional level, the Illiana is only 47 miles out of a much larger 461 mile expressway system. The congestion relief benefits associated with the project must be put in the proper context.

Figure 8 of the CMAP memorandum shows 40,000 vehicle hours per day of overall travel time savings for the CMAP Build versus No Build (or 96,000 vehicle hours per day for the IDOT Build versus No Build). These travel time savings have a significant value. Assuming a value of time of \$24 per hour¹ results in almost \$1 million worth of time savings every day.

Figures 8-10 in CMAP's staff evaluation show percentage change in congested VMT and VHT, all rounded to the nearest percent. This does not provide a complete description of performance, because as seen in the table below, the major new facility projects in GO TO 2040 all have very small changes in hours of congestion (all less than 1%, except for the Central Lake County Corridor and Illiana [IDOT Build]). Almost all new transportation projects will have very small percentage change effect on the region, due to the sheer size and enormous amount of travel in the seven-county northeast Illinois region.

Major Capital Project	% Change in Hours of Congestion
Illiana Project	
CMAP Build	0**
IDOT Build	-3%**
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	-4.33%
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	-0.74%
West Loop Transportation Center*	-0.06%
CTA Red Line Extension South*	0
I-294 / I-57 Interchange*	+0.25%

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

By only showing Figure 10: Impact of the Illiana on CMAP Region Expressways in the CMAP memorandum, the benefits to non-expressway facilities (arterials and collector roads) are not recognized. As seen in the table below, both the CMAP Build and IDOT Build show vehicle miles of travel and vehicle hours of travel savings for arterials and collectors, which more than offsets the increases in the expressway VMT and VHT.

^{**} CMAP rounded this figure to the nearest percent

¹ Source: NCHRP Report 456, Guidebook for Assessing the Social and Economic Effects of Transportation Projects (value of vehicle time escalated by CPI-U for Chicago region and a typical mix of passenger and trucks assumed)

Regional Travel Demand (on	CMAP No-	CMAP	IDOT No	IDOT
arterials and collectors)	Build	Build	Build	Build
Vehicle Miles of Travel (000)	132,277	131,935	138,691	136,125
Vehicle Hours of Travel (000)	5,110	5,058	5,648	5,514

Source: Figure 8 Total VMT & VHT minus Figure 10 Expressway VMT & VHT

10. <u>Economic Impacts</u>: Based on the content of the CMAP staff evaluation, IDOT is not clear on the methodologies CMAP used to determine the Gross Regional Product (GRP) estimates. As documented in the Illiana Tier One EIS, IDOT utilized PRISMTM, a regional economic impact modeling framework to evaluate the impacts of transportation sector investments on the regional economy (http://prism.pbworld.net/pbcms/web/prism/home). This software incorporates a variety of factors to determine the economic output for the project including short-term construction impacts, long-term accessibility impacts, and tax estimates.

Compared to major new facility projects in GO TO 2040 (GRP estimates from GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010), the 2040 IDOT Build scenario for the Illiana has the highest improvement over the baseline for GRP.

Major Capital Project	Change from CMAP 2040 GRP Baseline	% Change
Illiana Project CMAP Build IDOT Build	+425,000,000 +\$2,000,000,000	+0.053% +0.20%
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	+755,000,000	+0.12%
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	+\$294,000,000	+0.047%
CTA Red Line Extension South*	+\$30,000,000	+0.0048%
West Loop Transportation Center*	+\$21,000,000	+0.0034%
I-294 / I-57 Interchange*	+\$3,000,000	+0.0005%

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

- 11. Environmental Indicators: The CMAP environmental analysis as illustrated in Figures 14 16, using either forecast methodology, shows a minor impact associated with the Illiana project. However, the format of the memorandum focuses readers on the differences in methodology, rather than the actual project impacts.
- 12. The paragraph should recognize that all biologic and cultural resources were examined in Tier One based on an extensive GIS database with 130 layers of resource information. The Illiana planning process has been a great success thus far, with completion of the Tier One EIS process through a partnership with stakeholders across

a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals of the selection of the B3 Corridor.

- 13. Impervious Surface: Utilizing total impervious area as a basis for describing potential changes in watershed health presents a "worst case scenario" of potential impacts. However, the effective impervious area for this proposed project is the key to analyzing watershed impacts. The effective impervious area is typically less than the total impervious area and is affected by watershed-specific practices and the best management practices incorporated into the design. CMAP has acknowledged that low impact development practices can reduce potential effects. The findings of the Tier Two EIS will present a more accurate and representative picture of the "effective impervious area".
- 14. Regional Green Infrastructure: The Refinement of the Chicago Wilderness Green Infrastructure Vision (GIV) Final Report identified environmental resources in the Illiana Corridor study area, including forging natural resource linkages to Midewin and other natural areas, protection of high quality streams, and recognition of specific resources of concern such as grassland birds and wildlife movement. Further analysis of these resources as part of the Tier Two studies is underway, including a detailed assessment of the condition of grassland birds (particularly at Midewin), potential impacts, minimization of these impacts, and potential mitigation measures. As the GIV identifies grassland birds as a critically threatened resource, the project team has closely coordinated the grassland bird impact assessment strategy with the US Fish & Wildlife Service, US Environmental Protection Agency, US Army Corps of Engineers, Midewin Tallgrass National Prairie managed by the Forest Service, USDA, and the IL Department of Natural Resources.

Regarding the GIV exhibit and key green corridors identified, the Illiana project team has analyzed the riparian corridors in the vicinity of the project, and has considered the connectivity of these corridors to natural areas north and south of the Illiana Corridor including Midewin. Many of the resources impacted as noted in the CMAP staff evaluation (280 acres) are unavoidable given the predominant east-west orientation of Illiana Corridor. The project team is developing strategies for maintaining the riparian corridors for wildlife movement and protecting water quality in these streams through the use of natural buffers. Detailed stream assessments have been completed to identify high quality aquatic resources and measures to protect these resources will be presented in the Tier Two document.

15. <u>Water Use</u>: Regarding groundwater supply, the best management practices (BMPs) being considered for the Illiana Corridor would filter stormwater runoff, detain, and, to some extent, promote infiltration of stormwater runoff. Infiltration can promote groundwater recharge.

BMP swales and basins would be constructed along the Illiana roadside wherever they can physically be installed and provide a functional benefit. BMP swales include roadside ditches or swales designed to optimize pollutant removal. The BMP swales and basins (and other infiltration BMPs) may be designed with gravel bases that, to the extent possible (based on the underlying geology), would be over-excavated to intersect with the underlying parent sands and gravels to promote groundwater recharge and limit surface water runoff. The BMP swales and basins could be designed to capture a water quality volume which would reduce the total surface water discharge volume from the site. These facilities would be designed to have native species and typically have wetland bottoms. The Illiana design and analysis assumes that the water quality volume would be based on a 0.75 inch event. Rain events at or below this volume would be captured onsite and infiltrated, evaporated, or evapotranspirated.

16. Technical Task Force Meetings: It should be noted that key county and local planning officials and agencies that will be responsible for working together on a corridor land use plan participated in the Illiana Land Use Technical Task Force meetings. Also, a detailed set of visions, goals and strategies that are consistent with CMAP GO TO 2040 policies and goals were an outcome of the process. The products of the Technical Task Force include: (1) a commitment by Will County and local land use agencies to work together on a corridor land use plan and (2) specific participant-developed strategies that will be considered and that are consistent with regional goals and objectives for concentrating future development near existing communities. Careful consideration was also given to strategies that would protect and support agriculture and environmental resources in the corridor. Communities along the corridor agreed that the Illiana build scenario population (average increase of 10 persons per square mile) and employment growth projections are reasonable, and consistent with their goals of modest manageable economic growth.

Since beginning Tier Two earlier this year, the Illiana project team has conducted over 60 meetings regarding local land use and potential project impacts. In addition, IDOT has provided a \$500,000 grant to the County to facilitate updates to local plans. While CMAP's conclusion that local plans may not reflect the Illiana project may be technically correct, it marginalizes the substantive fact that planning for the Illiana corridor is extensive and ongoing. Comparisons to local planning for the proposed South Suburban Airport (SSA) are also not meaningful, given that the SSA has been discussed for decades.



A close look at the Illiana Facts

Why Build The Illiana Corridor?



Illinois and Indiana have long served as the crossroads of American transportation and commerce. The ability to move freight through this area has been the cornerstone of the region's economy even before the railroads linked up to be a transcontinental service. Investing in this region and con-

structing the Illiana is key to building the future.

As the region grows and the demand for freight increases, the need to modernize our infrastructure by strengthening the region's global connections, linking it to international markets is a priority, keeping farms and businesses by improving the regional networks and functional connectivity is a necessity; improving economic opportunities by providing a broader range of jobs is essential in order to move the

(continued on page 4)

Daniel Burnham and Edward Bennett's 1909 Plan of Chicago recommends that "At the earliest possible date measures should be taken for beginning what may be termed the outer encircling highway."





What are the **Benefits** of the Illiana Corridor?

Job Creation

- Over 9,000 short-term jobs, and 28,000 long-term jobs.
- Preight and manufacturing are driving the Chicago region's economy. Core freight and manufacturing industries account for 10% of the region's employment and is responsible for 20% of the jobs created in the last two years. The construction of the Illiana will balance two key freight and manufacturing locations I-55/I-80 and southeast Cook County providing additional economic activity, additional job opportunities in freight and manufacturing.

Economic Opportunity

- \$1.4 billion in construction related short-term opportunities; \$4 billion in long-term economic opportunities.
- \$50 million in the short-term, and \$270 million in the long-term of increased tax revenue.
- would increase the Gross Regional Product (GRP) by \$425,000,000. This represents the second-highest GRP increase out of all projects currently included in the GO TO 2040 Plan. This shows that the Illiana is a significant driver for economic growth in the region.

(continued on page 4)

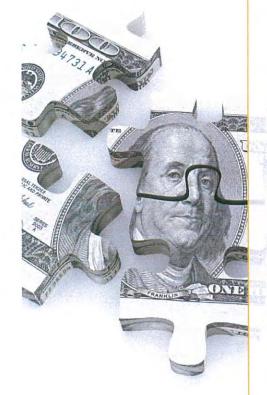




Why should the Illiana Corridor be in the fiscally constrained plan?

Because:

- > CMAP's analysis is consistent with IDOT's analysis that shows that the Illiana Corridor would not have a significant impact upon the urbanization of the region.
- > Both IDOT's and CMAP's analysis show this would be a strong trucking corridor.
- > It will support economic growth for the local communities and be a backbone for land and spatial development.
- > Communities participated and reviewed the population and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth. In response IDOT provided a \$500,000 grant to Will County to facilitate updates to local plans.
- > If Illiana Corridor project is not included in the GO TO 2040 plan, the \$40 million investment in planning will be lost, the Tier II EIS can not be completed, and IDOT will not be able to continue the process of soliciting potential concessionaire teams for Public Private Partnership (P3).
- > IDOT does not need to remove any projects within the GO TO 2040 plan to implement the Illiana Corridor.
- > The Illiana Corridor project is strongly supported by stakeholders across the study area. Of the Corridor Planning Group representatives that submitted written statements during Tier One, 59% were in support of a Build Alternative, with 90% indicating a preference for the B3 Corridor.
- This project is complimentary to CMAP's emphasis on using a Public Private Partnerships (P3) model as an innovative project delivery tool. From GO TO 2040 "CMAP also stresses the importance of other innovative financing mechanisms in the full financial plan, and many of these sources will be recommended as part of the transportation finance recommendation in GO TO 2040. While these sources are not included as "reasonably expected" in the fiscally constrained plan, it is still vital for the region to advocate for these sources in order to maintain, enhance, and expand the transportation system. These other potential sources include Public Private Partnerships..."
- > The project will generate sufficient toll revenue over the period to 2053 to repay the initial cost of the project AND the operation and maintenance costs of the facility for the term of the agreement.





Project Costs -

THE FINANCIAL PICTURE: what is in it and how it works

Costs presented to the CMAP Transportation Committee on June 7, 2013 was for \$1.25 billion, of which \$950 million would be the Illinois share. According to the Tier One Record of Decision, this estimate includes costs for construction, utility relocations, right of way, mitigation, and engineering. The Department proposes the following plan amendment to ensure that no projects be removed from the GO TO 2040 plan.

Illiana Expressway Proposed Plan Amendment

ILLIANA EXPRESSWAY

+\$0.950 billion

I-55 MANAGED LANES (Weber Rd. to I-90/94)

- \$0.920 billion

Revise cost from \$1.320 billion to \$0.400 billion.

Justification for reduction:

Scope reduced from complete reconstruction to 3R.

I-294/I-57 INTERCHANGE

- \$0.030 billion

Revise cost from \$0.580 billion to \$0.550 billion.

Justification for reduction:

Bids coming in lower that estimated. Please note IDOT reduced estimate in MYP to \$60 million from \$110 million – further reduction possible.

If the Illiana is NOT CONSTRUCTED

- The costs required to maintain the existing road network that will deteriorate faster as a result of traffic will be \$727 million (YOE). This is over a 50 year period and it does not include any capacity improvements,
- The systemwide congestions that Illiana is designed to address will not be done resulting in countless intersections needing to be improved and numerous arterials will need to be widened to achieve the same reduction in congestion that the Illiana will provide. It is important to note that majority of these roads are municipal and county roads that are not under IDOT jurisdiction. This will have a great impact on county and municipal transportation budgets.
- The Tier One study team evaluated widening arterial roads as an alternative
 to the Illiana. The arterial with the least impact and reasonable alternative
 was widening Wilmington-Peotone Road. This alternative will reduce system
 wide congestion by 1,000 daily VHT, this is only a fraction of the 14,100 (7%)
 daily VHT that Illiana would carry. In addition this improvement is estimated
 to cost up to \$645M (2013), which is about half the cost of the Illiana.
- In addition, the team evaluated the impacts of various Illiana retention rates under tolled scenarios. With a 25% retention rate, the Illiana project per forms much better than the widening of Wilmington-Peotone Road.

- It is important to note that IDOT's no-build scenario widens every road we
 can reasonably assume to be in place by the year 2040 (I-80 widening,
 I-55 widening, US 30 add lanes, IL 394 and US 45 add lanes) and
 congestion still remains. The Illiana Corridor is needed whether or not
 IDOT's no-build scenario widens every road.
- If the projects in the no-build scenario are not completed, the Illiana will be
 of greater demand, and be more valuable for not only IDOT's investment,
 but also for Will and South Cook Counties that are experiencing the impacts
 of a growing economy and demand of freight logistics and distribution.

Operating and Maintenance - The FACTS:

- The estimated cost for Illiana is \$1.25B Total. This includes engineering, land acquisition and construction. Illinois' portion is estimated to be 75% or \$950M.
- The operating and maintenance (O&M) costs for the Illiana Corridor over a 50 year period are approximately \$870 million.
- The Illiana Corridor is proposed as a Public Private Partnership (P3), which will reduce the overall public contribution required and offset project costs to the private sector.



4 | www.IllianaCorridor.org

Benefits of the Illiana Corridor

(continued from page 1)

- It will provide a continuous high speed freight corridor between Illinois and Indiana.
- It supports the projected growth in population and employment expected to double by 2040.
- The value of travel time savings in the region is \$5B over a typical 75 year life.
- It will improve access to the proposed South Suburban Airport.
- It will improve accessibility to one of the largest intermodal freight areas in America projected to increase by 47,000 truck trips by 2040.

Safety

- It will serve as a bypass for trucks around the congested metropolitan area highways.
- It will reduce the strain of truck traffic on local roads, improving safety, cutting commuting times, and reducing congestion.
- It reduces vehicle miles of travel on arterial roads in study area by 26 million miles annually.
- It will improve safety by shifting longer distance traffic off local roads resulting in lower crash rates.

Efficiency

- The use of a Public Private Partnership (P3s) will reduce costs, and expedite implementation.
- The toll road proposed will enable the project to use user fees to support the construction development and operation of the Illiana.

Environmental

- The project is designed to reduce the number of miles traveled, hours of emissions, and fuel wasted due to cars and trucks caught in congestion and traffic.
- The project is very sustainable and the use of storm water best management practices, wild life crossings, and other environmentally sensitive practices is a priority.

Why Build the Illiana Corridor (continued from page 1)

economy in the right direction. If transportation systems are not updated, future generations will pay the price for poor connectivity high freight costs, congestion resulting in increased travel times and poor economic activity which will result in a loss of jobs for the region.



INVESTING in the Illiana is vital for the future growth of our region as it will improve the network needed and infrastructure needed for an efficient distribution of goods and services across the region, state, nation and the world. It will create an invaluable regional asset for the Midwest promot-

ing and supporting the business environment, workforce, global economy, quality of life all of which are the main factors needed to strengthen surrounding communities and drive prosperity.



Illiana will support one of the largest container ports in the U.S., including two existing and two planned intermodal facilities and over 150 distribution facilities in the region.







100 N. Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

REVIEW OF ILLIANA Q&A DRAFT METROPOLITAN PLANNING COUNCIL, AUGUST 7, 2013

The following comments are made in response to the Metropolitan Planning Council (MPC) Illiana Q&A Draft (August 7, 2013).

• 2. How much would it cost to construct? (Pages 2-4) IDOT disagrees with CMAP's analysis (presented on page 3) and MPC's statement that "IDOT may be underestimating the costs of certain of the project's features." IDOT's Illiana cost estimate is based on a detailed item quantity takeoff based upon profile and cross sections along with approximate bridge/culvert sizing for a relatively straight forward rural typical section. Unit prices were developed from historical unit prices in Indiana and Illinois.

As we commented on CMAP's analysis, IDOT believes that the comparison of the Illiana project to many of the projects listed in the table on page 3, especially the Suburban environment examples, is inappropriate. The designs for these projects include many urban elements not included in the Illiana project, such as wider travel lanes, six-lanes instead of four-lanes, concrete median barriers, longer mainline bridge structures, multi-lane crossroad/overpass bridge construction, urban interchange signalization, a higher number of retaining walls and noise barriers, wider shoulders, lighting, closed drainage systems, and cash collection systems, among other elements.

Also, MPC discounts the example provided by IDOT to CMAP on costs by prefacing that "CMAP was unable to locate an example of a recently constructed highway in the U.S. with a lower cost per lane mile..." followed by "IDOT argued that the now under-construction Section 3 of I-69 in Indiana and IDOT's US-67 recent project were both at costs less that IDOT expects of Illiana" and by not providing the cost per lane-mile. Our project partner INDOT is proud of their accomplishment of constructing Section 2 and 3 of I-69 for a little over \$2 million per lane-mile (2010 and 2011 \$) based on actual bid prices. We have provided additional I-69 cost information as an attachment. Sections 2 and 3 of I-69 (56-miles) were opened to traffic on November 19, 2012 (not under construction as stated in the MPC paper).

Also, IDOT's US-67 project in Morgan County was let in June 2011 and had a cost of \$1.5 million per mile for a new 6.5-mile four-lane expressway facility in Morgan County. IDOT requests that the simplistic and misleading CMAP analysis be removed in light of actual quantity take-off derived cost information by IDOT and INDOT. Finally, the cost estimate of \$1.1 billion from the Cambridge Systematics sketch analysis, which is mentioned on page 6 of the MPC paper, is not mentioned when addressing the reasonability of the Illiana cost estimate. IDOT recommends referencing this analysis in this cost section.

• With regards to the "costs of highway improvements in surrounding areas ..." (page 4), which refers to the I-80 and I-55 add lanes projects, we do not agree with CMAP's analysis that "these expansions could reach \$1.5 billion." This \$1.5 billion cost estimate by CMAP includes both the add-lanes on I-80 and I-55, as well as the reconstruction of the existing facilities. These projects are very important for the region, and assumed to be in place by the year 2040 regardless of whether or not the Illiana Corridor project is implemented. I-55





and I-80 are existing corridors that were constructed decades ago, and will require complete replacement, which would be largely covered in the system maintenance portion of the GO TO 2040 Plan. Using recent contract pricing for the I-55 widening from Weber Road to I-80, the incremental cost of adding a lane in each direction is expected to be \$102 million for I-80 and \$68 million for I-55 (in 2013 \$), and financial plans will be submitted as the NEPA process is advanced for these two corridors. We will continue to coordinate the ongoing I-80 study with CMAP and other stakeholders, and work to ensure that these projects are addressed in the 2014 quadrennial update of the regional plan.

As part of maintaining the existing interstate system, improvements to these corridors are needed prior to the year 2040. For example, although the I-80 from Ridge Road to US Route 30 project is not in GO TO 2040, IDOT recently requested and CMAP approved into the TIP over \$60M in a series of I-80 bridge replacements to address the most deficient bridges in the corridor (TIP 09-12-0036). We expect these corridor improvements to continue to be implemented in multiple stages over the next 30 years to address the already deteriorating infrastructure conditions. Furthermore, the separation of the add lanes project from the reconstruction is consistent with the I-80 Add Lane project from US-30 to US-45 in GO TO 2040, an 8-mile section with a GO TO 2040 cost estimate of \$100 million that does not include reconstruction.

With regards to the interchange estimates, the Illiana Cost Estimating Procedure for Roadway System Alternatives (Appendix G in the Tier One EIS) contains initial lump sum interchange cost estimates based on other project examples. These lump sum interchange cost estimates were not used in the development of the \$1.25 billion cost estimate. Actual quantity take-off estimates were used to develop the \$1.25 billion cost estimate. Using the quantity take-off cost estimate, the cost for the I-55 interchange with Illiana is \$78 million, the I-57 interchange with Illiana is \$64 million, and the I-65 interchange with Illiana is \$24 million, all of which are within the range of costs presented for other interchanges by MPC. We have provided additional Illiana interchange cost information in an attachment.

• 3. How would Illinois pay for the Illiana? (Pages 4-6) On page 4 under Details: see comments above regarding the "does not include an estimated \$1.5 billion in improvements to surrounding highways." IDOT is requesting that this be removed.

On page 6, MPC states that "IDOT is conducting secret negotiations with private companies that may be interested in a P3 for the Illiana..." The use of the term "secret negotiations" is inaccurate and misleading. IDOT and INDOT are conducting a procurement process for the Illiana Corridor Project. As part of this process, a certain level of confidentiality must be maintained in order to facilitate competitive bidding. A Request for Information Regarding an Innovative Project Delivery Approach for the Illiana Corridor Project was publicly released by IDOT and INDOT on May 29, 2013. The RFI provided an opportunity to receive industry feedback prior to and at the Illiana P3 Industry Forum and associated one-on-one meetings with industry participants on June 24 and 25, 2013. A Request for Qualifications will be released this fall, followed by a Request for Proposals. IDOT and INDOT have been transparent throughout the procurement process and there are no ongoing "secret negotiations."

• 4. What is the Purpose of the Illiana? (Pages 7-8) On page 7 under Summary: MPC says that "the Illiana project is designed with a specific focus on the needs of freight trucking

as it connects several large industrial areas and the potential future South Suburban Airport." As stated in the Purpose and Need in the Tier One EIS, in addition to addressing freight movement, the project is also addressing the need to improve regional mobility and address local system deficiencies.

On page 7, the MPC paper discusses that "if current trends of population and employment growth continue, the expectation is that transportation facilities through the area will be overwhelmed with congestion." Both CMAP and IDOT's 2040 No Build population forecasts show Will County increasing in population by 546,000 (or more in IDOT's case) between 2010 and 2040. This represents a significant growth in population and a corresponding significant growth in travel demands. IDOT has never stated that the "transportation facilities through the area will be overwhelmed with congestion."

On pages 7 and 8, MPC states that "the study area does not provide for the creation of an 'outer encircling highway' that was originally envisioned by Daniel Burnham in his 1909 plan for Chicago, despite the fact that this plan is often cited as a rationale for the construction of the Illiana." IDOT's Tier One EIS states that the "Illiana Corridor was first envisioned as a vital link of an outer encircling highway." IDOT has not stated that the Illiana provides for the creation of an outer encircling highway, but says that it is a vital link of an outer encircling highway. Daniel Burnham and Edward Bennett's 1909 plan shows outer encircling highways along the Kankakee River and also from roughly Manhattan, Monee, and Cedar Lake. The Illiana study area is certainly proximate to these proposed outer encircling highways. IDOT recommends deleting this paragraph.

- 5. How much would tolls on the Illiana cost drivers? (Page 8) It should be noted that average toll per mile for the Illinois Tollway varies by facility. For example, the average passenger car tolls on the I-355 Veteran's Memorial North-South Tollway are \$0.15 per mile. Please add I-355 to your table.
- 6. Are there alternatives to investing in the Illiana? (Pages 9-11) On page 9, the MPC paper states that "public funds that could be dedicated to the construction of the Illiana Expressway cannot be evaluated in isolation." CMAP has outlined their process in "GO TO 2040: Proposing a Major Capital Project Amendment, Evaluation Process and Guidelines, Illiana Corridor", dated March 11, 2013 for evaluating a major capital project amendment and it does not include the evaluation of alternative projects. Furthermore, the amendment of the Circle Interchange into the fiscally constrained GO TO 2040 plan did not include consideration of alternative projects. IDOT recommends deleting this question as it is not consistent or relevant to the plan amendment process.
- 7. Would the Illiana result in increased economic development in the region? (Pages 11-12) IDOT cannot determine how CMAP developed the Gross Regional Product (GRP) estimates. However, compared to other major facility expansion projects in GO TO 2040 (GRP estimates from GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010), the Illiana project has the highest improvement over the baseline for GRP under the IDOT Build scenario, and is well within the range of the GRP improvements for other projects under the CMAP Build scenario. The following table depicts the values for the new major expansion projects in GO TO 2040.

GRP Improvements for Major Facility Expansion Projects in GO TO 2040

Major Capital Project	Change from CMAP 2040 GRP Baseline	% Change
Illiana Project		
CMAP Build	+\$425,000,000	+0.053%
IDOT Build	+\$2,000,000,000	+0.20%
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	+755,000,000	+0.12%
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	+\$294,000,000	+0.047%
CTA Red Line Extension South*	+\$30,000,000	+0.0048%
West Loop Transportation Center*	+\$21,000,000	+0.0034%
I-294 / I-57 Interchange*	+\$3,000,000	+0.0005%

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

CMAP and IDOT use different economic models to estimate GRP. IDOT is using a comprehensive methodology for assessing the economic impact of the Illiana project. The economic model used for the Illiana project is called PRISMTM (http://prism.pbworld.net/pbcms/web/prism/home/). PRISMTM uses empirically established relationships between economic and travel-related factors to generate estimates of economic impact. It considers how changes in accessibility – measured as changes in travel time and other transport costs – affect cost efficiency and production (output) for existing industries in a region, and also captures potential improvements in worker productivity and overall labor market activity resulting from personal travel time savings. In addition, it utilizes customized input output models to estimate how these initial increases in industry activity and income cycle through the economy in the form of more household and business spending, producing total impacts that can be several times greater than the initial cost savings.

Together, these analyses comprise the 'Regional Economic Impact module' of PRISM™ – its focus is on the long term, permanent changes to a regional economy, as a region's producers and workers become more cost efficient and productive due to better transportation access, and as expanded business sales and personal income recycle throughout the area's economy. Key economic impact measures estimated by PRISM™ include employment, wage growth, and increases in Gross Regional (and State) Product (GRP/GSP). This methodology has been used for multiple federal TIGER grant applications and for economic studies in Ohio, Maine, Arkansas, and other locations.

• 8. How have similar rural toll roads worked and been financed? (Pages 12-13) Toll road financing methods that worked prior to and during the recent economic recession would not necessarily work in today's financial environment. The optimism evident in similar toll facility revenue forecasts is an offshoot of the overall levels of optimism prevalent throughout the pre-recession economy that eventually led to the downturn. In the years since the recession, credit rating agencies have insisted that travel demand models be recalibrated to reflect more pessimistic traffic assumptions and to remove any reliance on the type of speculative population/housing growth referred to in the MPC response. As a result debt issuers have proved to be far more conservative in the size of debt they'll lend to toll roads.

So, while many of the pre-recession toll roads have suffered due to over-optimistic toll revenue forecasts, a combination of more conservative revenue forecast methodologies and tighter lending standards makes it much less likely that Illiana would be put in the same position if IDOT and INDOT were to choose a revenue risk based P3 procurement. The more realistic performance expectations are being built into the financial plan for the project with the aim of promoting the long-term financial success of the project. As noted elsewhere, IDOT and INDOT are also considering an availability payment option where the public will be using the toll revenue as a source of funds to pay each year but will not be taking the risk of borrowing based on these revenues.

On page 12, the MPC paper makes a characterization of Illiana as based upon "the assumption that significant growth would follow an investment in road capacity." This characterization is not accurate as significant growth is expected to occur even if the Illiana is not built. It is also based on offering a time saving alternative route to I-80 for existing medium to long distance traffic and that is more of a defining characteristic for a truly rural toll road.

On pages 12-13, the table has the following inaccuracies. Inter-County Connector (ICC) – is not below forecast and while in a growth area the forecasts are built off congestion relief and time savings compared to congested alternatives.

(http://www.tollroadsnews.com/node/6590). MDTA Acting Executive Secretary Bruce Gartner stated: "A trip between I-370 and I-95 on the ICC saves up to 25 minutes compared to driving local routes. Traffic volumes are right in line with our projections. Each weekday, nearly 40,000 vehicles now travel the ICC between I-370 and Georgia Avenue and about 30,000 vehicles travel between US 29 and I-95." (http://www.tollroadsnews.com/node/6607). The South Bay Expressway, SR-125, was below forecast but a significant contribution to this was the delay in the construction of a publicly procured link road which was not a forecasting error. Camino Colombia had a similar problem and an unanticipated competing border crossing bridge was built after the road was completed (http://www.tollroadsnews.com/node/497). While both of these are still revenue risk they illustrate the complexity and the importance of other "non-growth" related factors.

- 9. Why does the Illiana need to be added to the GO TO 2040, the region's long-term plan, to move forward? (Pages 13-14) The Phase 1 Preliminary Engineering for the Illiana project is included in the fiscally constrained project list. Furthermore, GO TO 2040 states that "CMAP supports initiating Phase 1 engineering for the project in order to narrow the scope to a few feasible alternatives, and recommends that these activities begin as a high priority." Please add this as part of the response to this question.
- 13. What is the traffic forecast for the Illiana? (Page 16) On page 16, the MPC paper compares potential Illiana tolled volumes to roads in Chicago, Cicero, and Berwyn. This comparison is misleading, as it compares the Illiana located in southern Will County to roads that are in center city Chicago or nearby suburbs in Cook County, and to roads that serve completely different purposes.

IDOT and INDOT are currently conducting financial studies, including traffic and toll revenue studies that are evaluating the effect of a wide range of toll policies on traffic and toll

revenues. These studies are also addressing sensitivities to national and regional travel trends.

• 13. How were the traffic forecasts for the Illiana developed? (Pages 17-23) On page 17, the MPC paper says that the Illiana travel model is based on problematic assumptions, noting that "socioeconomic forecasts and recent trends that suggest that both population and traffic are declining." The IDOT market-based socioeconomic forecasts are based on: 2010 Census data, 90 years of historic population and employment data for the region, current and previous CMAP/CATS socioeconomic forecasts, land availability for development, population holding capacity, demographic data and trends (household size, migration patterns, etc.), local land use policies, and independent Woods & Poole economic forecasts for the region.

The IDOT market-based socioeconomic forecasts are based on more current data than the GO TO 2040 policy-based socioeconomic forecasts, because the IDOT forecasts reflect the results of the 2010 Census, which were not available during the development of GO TO 2040. The 2010 Census had a drop of 200,000 in population for the City of Chicago over previous estimates, and also included smaller household size assumptions. These significant findings from the 2010 Census that are included the IDOT market-based Illiana forecasts account for somewhere around half of the differences between the IDOT and CMAP forecasts.

CMAP's GO TO 2040 socioeconomic forecasts were developed as part of the "Preferred Scenario" for the plan. These socioeconomic forecasts assume that policies will be in place and investments will be directed toward existing communities and finding opportunities to encourage new development and redevelopment in communities that are denser and designed for mixed use and transit-oriented development. The GO TO 2040 socioeconomic forecasts reflect a "policy-based plan (dealing with the investments and high-level choices that shape our region) as opposed to a land use plan (dealing with specific types of development in specific locations)."

Policy-based forecasts are designed to re-direct growth to achieve the desired outcome. Thus, these forecasts do not change even with new or improved transportation facilities.

Previous long range transportation plan efforts (2030 Plan, 2020 Plan, 2010 Plan, etc.) included meeting with each of the counties and municipalities in the region to understand their anticipated local development. This resulted in bottom-up forecasts that were combined with regional control totals. These previous population and employment forecasts were adopted separately by the region. The GO TO 2040 policy-based population and employment forecasts were not presented to the counties and municipalities for review or endorsement, as they reflect high-level choices consistent with the Preferred Scenario.

The GO TO 2040 policy-based population and employment forecasts and the Illiana market-based population and employment forecasts were developed for different purposes. IDOT and CMAP have a long history of collaborating on major transportation projects. This includes numerous examples of the use of independent forecasts by IDOT. The GO TO 2040 Plan forecasts were not intended for project level use, as they are not a land use plan

¹ CMAP GoTo2040 Comprehensive Regional Plan, October 2010, page 26.

and are based on policies, rather than a market-based approach. Market-based socioeconomic forecasts, a detailed review of direct, secondary, and cumulative impacts, as well as supporting engineering design and financial planning, are needed to satisfy Federal Highway Administration (FHWA) guidelines for conducting a National Environmental Policy Act (NEPA) environmental study.

The Illinois State Toll Highway Authority (ISTHA) also starts with and carefully considers regional data. However, the ISTHA is not using the GO TO 2040 socioeconomic forecasts for project planning, as they are required to use market-based forecasts for financial and bond purposes. In fact, the consulting firm, The al Chalabi Group, developed the current market-based forecasts for the ISTHA, is the same consulting firm used by IDOT to develop the market-based forecasts for Illiana.

With regards to the claim that IDOT is not incorporating recent travel trends, IDOT has used CMAP's regional travel model and assumptions to estimate auto travel in the region – the same model used to develop GO TO 2040. As part of the Illiana financial analysis being conducted by IDOT and INDOT, sensitivity tests are included to test lower (and higher) growth travel assumptions.

Also, the Illiana project assumed the widening of I-80. If I-80 were not assumed to be widened, it would actually make the Illiana a more attractive travel option due to increased congestion on I-80.

On page 19, the figure showing Will County growth does not include the CMAP GO TO 2040 population estimate for Will County of 1.22 million people, significantly closer to the 1.37 million population estimate by IDOT for Will County, compared to the 600,000 difference indicated on the figure for a policy-based scenario of suburban transit access.

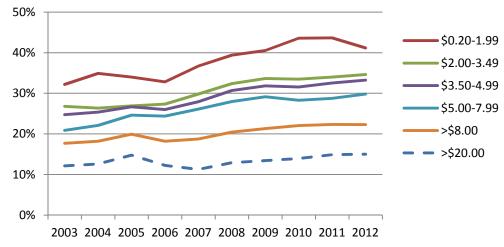
14. Can we be confident about the future use of the road network by international intermodal freight? (Pages 21-23) IDOT's Freight Mobility Plan (http://www.illinoistransportationplan.org/pdfs/final report/05 freight mobility plan.pdf), December 2012 addresses the potential impact of the Panama Canal expansion. The report cites six factors on why the expectations for significant shifts in container trade between coasts have been over-estimated:

Container Market Segments: Products and Geography: The large US import market is highly differentiated in terms of geographic regions and products being imported. Concerning geography, no matter what the product, goods imported from Northeast Asia destined for much of the United States (e.g. Chicago, Memphis and Dallas and regions to the West) will tend to be moved through West Coast ports because the alternative routes are both more costly and have longer transit times. Higher-value products from Northeast Asia will tend to be shipped through West Coast ports regardless of their destination in the Eastern US. For such products, the value of time associated with longer transit times and the inventory carrying costs outweighs lower transportation costs available from "all water" shipping services. The principal conclusion is that only limited product volumes destined to Eastern US regions may be susceptible to coastal shifts.

Supply Chain Networks: The influence of supply chain network structures may be the single biggest determinant of how the flow of goods will shift over time. While the marginal costs of transporting goods has an impact on how supply chains are designed and how goods are shipped to distribution nodes, there are overriding factors that may be far more important. These include flexibility in distributing goods, overall time to market, network redundancy for minimizing risks of disruption, and the strategic location of distribution networks close to end markets. The implications of this are that marginal changes in transportation costs resulting from Panama Canal expansion may be a small part of overall supply chain network costs. Also, large complex supply chain networks cannot be easily altered based on transitory fluctuations in transportation costs. Thus, shifts in shipping patterns may best be explained by how supply chains evolve over time rather than by simple and limited changes in one component of transportation costs.

Historic Shifts and Remaining Potential: A third factor limiting potential coastal shifts is how much such shifts have already occurred. The figure below shows Gulf and East Coast shares of Northeast Asia-US container cargo based on 2012 product value, displaying cargo transported via all routes including the Panama and Suez Canals. The figure illustrates that over the past nine years, shifts toward the Gulf and East Coast have occurred across all product value groups, with shares increasing by about one-third. While it is not possible to project from the simple historical data whether the shares shown will continue to trend upwards or flatten out, the point is that these shifts have already occurred, and that the potential for further shifts may therefore be limited.

Gulf and East Coast Shares of Total US Containerized Import Tons from Northeast Asia by Product Value (\$/kg)



Source: IDOT Freight Mobility Plan, December 2012 Note: Solid lines each represent about 20 percent of total containerized tons. Products are categorized based on value per kilogram in 2012 at the four-digit Harmonized System commodity code level. The dashed line represents a subset of the \$8.00 and over segment.

Port Readiness: While the expanded Panama Canal will allow passage of container ships up to about 13,000 twenty-foot equivalent unit (TEU) capacity, ships of that size will not be able to call on some major US East Coast ports for many years due to limited channel or berth depths. The container ports of NY/NJ, Baltimore and Norfolk currently

can accommodate Post-Panama ships. Considering historical container ship service patterns, most liner companies would prefer to schedule calls at one or more North Atlantic ports and one or more South Atlantic ports. However, maintaining this preference while deploying larger ships will become difficult since the largest South Atlantic ports, Savannah and Charleston, are not on the same timetable for handling large ships as North Atlantic ports. The Port of Miami is also moving towards a 50-foot depth, and may be an ideal gateway port for Northeast Asia imports. To contend with port and channel depth limitations, carriers may work within these limitations by modifying their service designs and timing of port calls. It is also possible that carriers could expand use of transshipment in Caribbean or Panamanian ports to serve South Atlantic port regions.

Transportation Cost Reductions and Ultimate Benefits: A fifth major factor is transportation cost savings actually realized by consumers and beneficial cargo owners. Full cost reductions are not likely to be fully passed on to consumers or cargo owners. A large portion of aggregate cost reductions realized may be retained by transportation providers, reducing incentives to shift cargo routing to achieve savings. In addition, transportation cost reductions will occur on West Coast and East Coast routes. Deployment of larger ships is likely on the transpacific route from Asia to the West Coast so they could serve ships larger than those able to transit the expanded Panama Canal. Also, due to relatively small local markets and channel depth limitations the largest container ships will are unlikely to be utilized on routes serving Gulf Coast ports, and that relative cost reductions through Gulf ports will therefore be much smaller than cost reductions through West Coast or East Coast ports. Therefore for most US market regions, little or no shifts in coastal trade would be expected through Gulf Coast ports. Considering that maximum savings to consumers and cargo owners are not likely to develop quickly, cost savings are likely to be too small to drive significant shifts between coasts for a number of years after the Panama Canal expansion is completed.

Competitive Dynamics: A final consideration for looking at the potential for coastal shifts is the misconception that the Panama Canal is very competitive with North American West Coast ports and the US rail intermodal system. While the Panama Canal Authority might be expected to seek the highest possible financial return, its broader interests are in maximizing the economic benefits to Panama, including boosting Panama as a logistics center and as a transshipment hub. Therefore, an expectation that they will compete head-to-head for market share based on pricing may be incorrect. For many regions of the US and for particular product groups, the Panama Canal and the West Coast ports (working with the North American intermodal system) are not competitive at all. Trade between Northeast Asia and the US Western, Mountain and West Central regions, will remain natural markets for the West Coast given the advantages in transportation costs and transit times. Finally, West Coast transportation interests have much more control over how they can segment markets and price services than the Panama Canal Authority. Ocean carriers and their railroad partners can differentiate services and pricing on a point-to-point basis, while the Panama Canal Authority has no similar market levers to manage.

In summary, by enabling the use of larger container ships Panama Canal expansion will likely reduce transportation costs for goods imported from Northeast Asia through US East

Coast ports (but only minimally though Gulf ports). Use of even larger ships will also lead to reduced transportation costs for goods imported through the West Coast. Overall cost reduction benefits will be shared by transportation providers, beneficial cargo owners and consumers. US regions and products where routing could be affected by lowered relative transportation costs are limited, and have already experienced significant coastal shifts over the past decade. Therefore, potential coastal shifts in Northeast Asia-US container trade resulting from Panama Canal expansion are likely to be minimal with little or no effect on the volume of international trade flows and construction of the Panama Canal expansion will not dramatically alter Chicago's current role as the hub of U.S. intermodal freight distribution.

• 15. Would the Illiana reduce congestion on I-80, in Will County and in the rest of the region? (Page 23-28) On pages 23 and 26, the tables show percentage change in congested VMT, VHT, truck VMT and truck VHT, all rounded to the nearest percent. This is very misleading, because as seen in the table below, all major capital expansion projects in GO TO 2040 have very small changes in hours of congestion (all less than 1%, except for the Central Lake County Corridor). Almost all new transportation projects will have very small percentage change effect on the region, due to the sheer size and enormous amount of travel in the seven-county northeast Illinois region. IDOT recommends providing the proper context for the congestion relief benefits.

Major Capital Project	% Change in Hours of Congestion
Illiana Project	
CMAP Build	0%**
IDOT Build	-3%**
Central Lake County Corridor (IL-53	-4.33%
north and IL-120 limited access)*	-4.33%
Elgin O'Hare East Extension, Add Lanes	-0.74%
& West O'Hare Bypass*	-0.74%
West Loop Transportation Center*	-0.06%
CTA Red Line Extension South*	0
I-294 / I-57 Interchange*	+0.25%

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

• 16. Will the Illiana's construction induce more driving? (page 29) There will be a small increase in vehicle miles of travel in the region with the Illiana project, but the MPC paper fails to mention decrease in overall vehicle hours of travel in the region. Based on the Illiana Tier One EIS, a tolled Illiana show a savings of 9,100 vehicle hours of travel per day in 2040 (or over 3 million annually) versus a No Build outcome.

The MPC paper also did not mention that the Illiana project results in a decrease or no impact on fine particulate matter and volatile organic compounds (VOC) air pollutants, according to the CMAP conformity analysis.

• 17. Will trucks save time by driving on the Illiana compared to their current routes? (Pages 29-31) On page 31, the figure and table neglect to show a west and an east direction, thus not including SW-E, E-SW, SE-W, W-SE, S-E, and E-S truck travel markets

^{**} CMAP rounded this figure to the nearest percent

that are most likely to use the Illiana. It also does not include the major intermodal facilities existing or planned in western Will County. IDOT shows between 5,000 and 11,000 daily truck hours of travel for a range of tolled scenarios for the area located south of Lake Michigan (South Sub-Region. From an economic perspective, truck travel time valued at \$29 per vehicle hour over a 50 year life results in up to \$2.6 to \$5.8 billion in truck travel time savings.

- 18. Will truckers be willing to pay a toll to drive on the Illiana? (Pages 31-32) As above, the analysis fails to include the SW-E, E-SW, SE-W, W-SE, and E-S truck travel markets that are most likely to use the facility. The analysis also does not include the major intermodal facilities existing or planned in western Will County. IDOT's travel modeling shows that up to half of the traffic on the Illiana will be trucks.
- 19. Were alternatives to the Illiana highway studied? (Pages 32-33) The MPC paper failed to mention the Tier One EIS and Alternative Evaluation Report also included studying a four-lane arterial generally along the alignment of Wilmington-Peotone Road (Arterial Alternative B-2) located south of the proposed South Suburban Airport, and very close to the selected B3 corridor. This alternative had the worst travel performance of all the alternatives that were studied.

With regards to a new east-west freight railroad on page 33, the statement that IDOT concluded "that it is not feasible to construct a new freight facility through the area" is taken out of context. IDOT did not determine a need for a new east-west freight railroad corridor in the study area, and is therefore not willing to invest in building one (Tier One FEIS, page 2-43 and 2-44). IDOT also goes on to state that these transportation modes could be complementary components of a preferred alternative.

The conclusion that there is insufficient population and employment density to support fixed route bus service in the corridor was based on Pace service standards. This does not preclude the use of the Illiana for transit.

• 20. How many jobs will the Illiana create, and how would they be distributed throughout the region? (Pages 33-37) The MPC paper confuses the population and employment forecasts prepared for input to the travel forecasting model with the jobs created by the project based on an economic model. The Illiana population and employment forecasts prepared by the The al Chalabi Group are consistent with FHWA guidelines for using market-based forecasts in NEPA studies (environmental impact statements). These population and employment forecasts should maintain a fixed control total for future population and employment forecasts, so there is a re-allocation of population and employment in the region as a result of implementing a major capital transportation project.

On the other hand, the increase in jobs based on an economic model fully addresses both short-term and long-term impacts of implementing a major capital transportation project on the economy, and is not constrained by control totals. The comprehensive economic model used by IDOT is called PRISMTM, and is described in the response to Question 7. The Illiana project results in an estimated 9,000 short-term construction jobs (in job years, cumulative to 2018), and 28,000 long-term jobs (in job years, cumulative 2018 – 2047).

ATTACHMENT COST ESTIMATE INFORMATION REVIEW OF ILLIANA Q&A DRAFT METROPOLITAN PLANNING COUNCIL, AUGUST 7, 2013

The following I-69 and interchange cost information is being provided as response to comments from the Metropolitan Planning Council (MPC) Illiana Q&A Draft (August 7, 2013).

INDOT I-69 Cost Estimate

The Illiana project used the INDOT I-69 project unit costs and per mile construction costs as a guide for unit cost pricing. Listed below are the I-69 project costs separated out by contract number and section.

Contract No.	Section No.	I-69	Project Cost (2010-2011 \$)			
		Lane Miles	Design Build ¹	Design Bid Build ²	Cost Per Roadway Mile	Cost Per Lane Mile
IR-33038	1	15.86	\$34.1M		\$8.6M	\$2.1M
IR-33040	2 and 3	31.24		\$70.6M	\$9.0M	\$2.2M
IR-33042	4	13.48		\$19.9M	\$5.9M	\$1.5M
IR-33633	5	11.40		\$24.6M	\$8.6M	\$2.2M
IR-33045	6 and 7	38.31		\$98.8M	\$10.3M	\$2.5M
IR-33047	8 and 9	23.01	\$40.5M		\$7.0M	\$1.8M
IR-33049	10 and 11	33.50	\$58.5M		\$6.9M	\$1.7M
IR-33051	12 and 13	41.94	\$83.9M		\$8.0M	\$2.0M

Footnote 1: Raw Construction and Engineering Costs included. ROW and Utilities are not included. Footnote 2: Raw Construction Cost Only. ROW, Utilities, and Engineering Costs are not included.

Interchange Cost Estimate

The overall cost of the major system to system interchanges have been summarized below based on the current Tier 2 level of design and detailed quantity take offs. The three system to system interchanges include in the project are I-55, I-57, and I-65. The Tier 2 updated cost interchange estimates range between \$24 M to \$78 M. The approximate costs includes major cost categories such as mainline and ramp pavement, earthwork, drainage, safety and pavement markings, structures, right-of-way, and major utilities.

State	Interchange	Construction Cost
Illinois	Illiana / I-55	\$78 M (2012)
Illinois	Illiana / I-57	\$64 M (2012)
Illinois	Illiana / I-65	\$24 M (2012)

Illiana Q&A, Draft Metropolitan Planning Council August 7, 2013

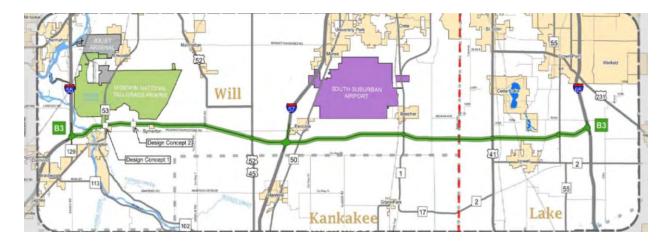
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Questions and answers

1. What is the Illiana?

The Illiana is a proposed 47-mile limited-access tolled highway that would connect I-55 in Will County, Illinois with I-65 in Lake County, Indiana. The road is currently planned to have eight to nine interchanges. The road would run slightly south of the Midewin National Tallgrass Prairie, Peotone, the proposed South Suburban Airport, and Cedar Lake. The alignment selected by IDOT is referred to as B3, as it was one of several potential route alternatives. See the following map (IDOT).



The Illiana is being planned by the Illinois and Indiana Departments of Transportation (IDOT and INDOT) and is expected to be financed, at least in part, through a public-private partnership (P3). It is currently in the process of being reviewed by the Chicago Metropolitan Agency for Planning (CMAP) and the Northwestern Indiana Regional Planning Commission (NIRPC), the region's two metropolitan planning organizations, for inclusion in their long-term plans. IDOT and INDOT have asked these bodies to vote on including these projects in their plans in the fall of 2013.

2. How much would it cost to construct?

Summary: IDOT estimates that the Illiana will cost \$1.25 billion to build, of which the State of Illinois' portion would be about \$950 million. An evaluation of other similar highway projects, however, suggests that there are reasons to question whether those projections are too low. In addition, this cost does not include an estimated \$1.5 billion of road upgrades in the surrounding area that have been included in studies of the Illiana's effectiveness but are not in the regional plan.

Details: The cost of any major infrastructure project is difficult to estimate precisely, as the long and unpredictable process of planning, studying and then constructing a significant piece of infrastructure makes it necessary to make a series of assumptions about costs that may not reflect reality. It is relatively common for projects to cost significantly more than initially estimated.

IDOT has projected the cost of the Illiana's 47 miles of new four-lane roadway to be \$1.25 billion, of which the Illinois share (based on distance) would be \$950 million (see CMAP July 2013 analysis, http://www.cmap.illinois.gov/documents/20583/1356626/IllianaV6--07-30-2013.pdf/4f71fb90-c416-4d3d-a771-ac819a20626a). This estimate was established by IDOT based on an item quantity analysis that attempted to determine the cost of each item that would be necessary to complete the road. However, IDOT has so far not provided CMAP a detailed analysis because IDOT cited "the need for confidentiality during its solicitation for private investment in the project" (CMAP analysis, pg. 3). As a result, more detailed cost estimates for the road will not be known to the public until a private contractor is selected for the project.

IDOT's initial estimates for the Illiana's costs suggest that the roadway will cost, on average, \$8.1 million in 2020 dollars. CMAP's analysis (pg. 4) suggests that IDOT's costs per lane mile are significantly lower than those for similar projects. These data were combined with a similar analysis conducted by MPC to produce the following table:

Project	Cost per lane mile	Status	Environment
IDOT estimates for	\$8.1 million (2020	Proposed	Rural
Illiana	dollars)		
Dulles Greenway,	\$9 million (2009	Completed	Rural
Virginia	dollars)		
Pocahontas	\$11 million (2009	Completed	Rural
Expressway, Virginia	dollars)		
South Bay Expressway,	\$16 million (2009	Completed	Suburban
California	dollars)		
I-355 South Extension,	\$18.9 million (2013	Completed	Suburban
Illinois	dollars)		
SH 130, Texas	\$12.9 million	Completed	Rural
Triangle Expressway,	\$14.9 million	Completed	Suburban
North Carolina			
Intercounty Connector,	\$36.2 million	Completed	Suburban
Maryland			
GB Turnpike Western	\$37.1 million	Completed	Suburban
Extension			

Based on a comparison with similar completed highways, these data indicate that the actual cost of the Illiana Expressway could be 11% to 358% higher than IDOT's initial estimates. It should be noted that while "CMAP was unable to locate an example of a recently constructed highway in the U.S. with lower- per-lane mile costs than IDOT's cost estimate for the proposed Illiana Corridor" (pg. 4), IDOT argued that the now under-construction Section 3 of I-69 in Indiana and IDOT's US-67 recent project were both at costs less than IDOT expects for the Illiana. The lack of complete information about costs for the highway, however, makes it impossible to determine if IDOT's lower estimates are reasonable.

It should also be noted that IDOT may be underestimating the costs of certain of the project's features. The Illiana Cost Estimating Procedure for Roadway System Alternatives (http://www.illianacorridor.org/pdfs/feis/app_g.pdf), developed in June 2012 as part of the Tier 1 Environmental Impact Statement, calculates the estimated costs of the three interstate-grade interchanges proposed for the Illiana (see the Cost Estimating Procedure, Table 1). As the table

below shows, IDOT estimates that costs for those interchanges would range from \$5 to \$16 million.

An MPC review of similar new interstate interchanges completed, under construction, or bid out in other locations, however, indicates that these costs may be substantially lower than industry standards. It is unclear how IDOT established such low projected costs for the Illiana in comparison to other projects.

State	Interchange	Construction Cost	Status
Illinois	Illiana / I-55	\$15 million	Proposed
Illinois	Illiana / I-57	\$5 million	Proposed
Indiana	Illiana / I-65	\$16 million	Proposed
Michigan	I-96 / Latson Road	\$25 million	Under
			construction
Ohio	I-90 / Nagel Road	\$28 million	Completed
Maryland	I-95 / Contee Road	\$31 million	Bid out
Florida	I-295 / Collins Road	\$64 million	Under
			construction
North Carolina	I-85 / I-485 New	\$92 million	Under
	Interchange		construction
Illinois	I-294 / I-57	\$719 million	Under
			construction

Whatever the estimates, it is clear that the capital cost of the road will be \$1.25 billion or above.

These costs *do not*, however, include the costs of highway improvements in surrounding areas that IDOT includes in its analysis of the road's effect on traffic congestion and economic growth, as discussed in the following questions (CMAP analysis, pg. 4-5). IDOT's Tier One EIS includes 33 miles of added lanes on I-80 and I-55, both in areas adjacent to the Illiana. However, these lane expansions are not included in CMAP's GO TO 2040 plan and are currently unfunded. CMAP estimates that the total cost of these expansions could reach \$1.5 billion (in 2009 dollars), which brings the total cost of the Illiana and associated improvements to at least \$2.75 billion.

3. How would Illinois pay for the Illiana?

Summary: IDOT has not yet disclosed the exact method by which the Illiana will be funded, though it is likely the project will involve a public-private partnership that engages private financing. Private financing, however, does not necessarily mean that the public sector does not make any capital contributions to the project or that the government is not exposed to risk.

Details: Early estimates of the Illiana's cost suggests that the project will cost the State of Illinois at least \$950 million, though, as detailed in question 2, that estimate appears low compared to similar projects and does not include an estimated \$1.5 billion in improvements to surrounding highways.

Because of the limited availability of federal and state funding for road expansions such as the Illiana, IDOT and INDOT have agreed to market the project as a public-private partnership (P3),

in which a private partner plays a significant role in financing, constructing, and/or maintaining the road. In addition, governments sometimes argue that P3s improve accountability and reduce costs during the design, construction, operations, and maintenance periods. Similar P3 deals have become increasingly common for infrastructure projects around the world because of a decline in public funds and a desire to shift certain risks away from the taxpayer.

IDOT has not yet revealed how the Illiana P3 deal would be structured, but there are two potential models that could be used for the road. Typical arrangements for such deals, based on examples elsewhere, are detailed in the following table:

P3 Model	Private sector role (may be several companies working together)	Revenue risk	Tolls	Contribution to public sector from private	Contribution to private sector from public
Full concession	Finance, design, construction, operations, and maintenance	In private sector hands	Collected by private company to repay cost of road construction over length of term	Private company provides public initial payment in exchange for rights to road	Usually none, though in certain circumstance s public may contribute to initial capital costs
Availability payments	Finance, design, construction, operations, and maintenance	In public sector hands	Collected by public sector	None	Public sector provides private company previously negotiated annual payments over length of term

The length of the operations and maintenance contract would have to be determined through a negotiation between IDOT and the selected contractor. Similar P3 deals have lasted for between 20 and 100 years.

In a concession model, a private company pays the government for the right to build, maintain and collect tolls on a road for a defined period. The company expects the toll revenues collected over that period to make up for their initial investment in the road. In certain cases, the public sector also contributes upfront to the capital cost of a road project, even when a private company takes full control over revenues collected from tolls. In an availability payments model, a private company agrees to finance the cost of a road in exchange for guaranteed payments from the public sector over a defined period.

Another major difference between the concession model and availability P3 models is that the concession model transfers risks from the public sector to a private contractor, whereas the availability payment model keeps the public sector at risk. In effect, in an availability payment model, if toll revenues collected fall below expectations, the government must find the funds to pay the financing company its guaranteed annual payments—which may require dipping into general funds, depending on the revenues produced by the road. On the other hand, if toll revenues are higher than expectations, the government may, in essence, make a profit on the road.

Because IDOT is conducting secret negotiations with private companies that may be interested in a P3 deal for the Illiana, the state agency has not released any detailed information about the future deal. As such, the relative benefits of a P3 deal for the road will not be known until IDOT reveals the winning bidder in Spring 2014.

The State of Indiana commissioned Cambridge Systematics, a private transportation consulting firm, to conduct a "sketch-level financial assessment" of the Illiana Expressway in June 2010 (not available online). This analysis was based on early assumptions about the project's use and slightly different alignments than the one chosen by IDOT. Notably, the analysis predicted more than 30,000 daily vehicles using the corridor by 2030 at a toll level set at twice current tolls on the Illinois Tollway system (pg. 2-4). IDOT's more recent estimates of roadway use predict far fewer vehicles actually using the road (see question 12). In addition, the study estimated that the capital costs of the project (including interest and financing costs) would be about \$1.1 billion, which is less than the minimum of \$1.25 billion currently estimated by IDOT (see question 2).

Nonetheless, taking account of these differences, the Cambridge Systematics analysis suggests that the project running on the southern alignment (the closest to the B3 alignment selected) will only be able to raise about \$441 million based on toll revenues (pg. 4-3). This suggests that there is a gap of about \$800 million in the financing structure for the road, even based on optimistic road use estimates. It is unclear how this gap can be filled.

These estimates indicate that it will be necessary for the public sector to provide a significant contribution to the capital costs of the Illiana if the project moves forward. CMAP's GO TO 2040 regional plan provides a total of \$10.5 billion in funding between now and 2040 for major capital projects, of which the Illiana is an example. For roads, this estimated funding is derived from state and federal gas tax revenues; toll revenues; and private sector contributions. This \$10.5 billion, however, is already entirely accounted for by six projects selected by CMAP when the regional plan was approved in 2010, including the extension of the CTA Red Line to 130th Street; the IL 53/Central Lake County Corridor; the West Loop Transportation Center; the I-294/I-57 Interchange; the Elgin-O'Hare Expressway and West O'Hare Bypass; and the Circle Interchange.

Adding the Illiana to the list of regional projects (see question 9) would require moving public funds already committed to other capital projects away from them, or require cutting back on planned maintenance and operation of existing transportation infrastructure. Either way, the

Illiana's high cost would have significant consequences for other planned improvements to the transportation system.

4. What is the purpose of the Illiana?

Summary: IDOT argues that the Illiana is necessary to provide expressway-grade east-west transportation in the southern exurban areas of the Chicago region. The project is designed with a specific focus on the needs of freight trucking, as it connects several large industrial areas and the potential future South Suburban Airport.

Details: According to Chapter 1 of the Illiana's Tier 1 Draft Environmental Impact Study (FEIS, http://www.illianacorridor.org/pdfs/feis/section_01.pdf, pg. 1-1), the Illiana has been seen as an important future link in the regional highway system for decades, as part of a vast (and unbuilt) "outer encircling highway" originally envisioned by Daniel Burnham in his 1909 Plan for Chicago. A new road that would connect Illinois and Indiana south of the City of Chicago and I-80 has been studied numerous times over the previous 40 years. The purpose of such "an east-west transportation corridor extending from I-55 in Illinois to I-65 in Indiana" is identified by the FEIS as:

- "Providing an alternate route for motorists travelling the I-90/94 corridor;"
- "Relieving traffic on the I-80 Borman/Kingery Expressway and US 30;"
- "Serving as a bypass for trucks around the congested metropolitan area highways;"
- "Improving access to the one of the largest intermodal freight areas in the US;"
- "Improving access to the proposed South Suburban Airport;"
- "Supporting area economic development;" and
- "Increasing the potential for substantial job creation."

In 2006, Illinois and Indiana agreed to advance studies of the corridor under a bi-state agreement. Several reports, including the 2009 Illiana Expressway Feasibility Study (http://www.in.gov/indot/files/FR_INDOT_IllianaExprsswy_07-31-2009.pdf), the 2010 Strategic Role of the Illiana Expressway (http://www.dot.state.il.us/Illiana/strategicrole.pdf), and the Illiana Expressway Economic Opportunities Analysis (http://www.dot.state.il.us/Illiana/finalreport.pdf), were completed. These initial studies predicted beneficial effects on reducing congestion on existing roads and expanding regional economic benefit, among other benefits.

The Illiana FEIS Chapter 1 (pg. 1-4) notes that the area studied for the Illiana project "has a less balanced functional network [of roads] with a lack of east-west Interstates and multi-lane highways to handle growth demands." One of the primary goals of the project, then, is to make an east-west, grade-separated highway connection through the far south exurbs of the region.

In addition, the project is designed to respond to expected increases in population and employment in this area. If current trends of population and employment growth continue, the expectation is that transportation facilities through the area will be overwhelmed with congestion. Thus the necessity of building a new road.

It should be noted that the study area does not provide for the creation of an "outer encircling highway" that was originally envisioned by Daniel Burnham in his 1909 plan for Chicago, despite

the fact that this plan is often cited as a rationale for the construction of the Illiana. Though future roads could be constructed to complete such an encircling highway (see FEIS, Chapter 1, pg. 1-6), the Illiana itself is not particularly similar to that century-old proposal.

5. How much would tolls on the Illiana cost drivers?

Summary: If the Illiana is financed with toll revenues, people driving vehicles on it are likely to pay at least \$7 a trip, based on toll rates on roads completed in other states. This is more than the tolls charged on the Illinois Tollway and much more than drivers making a trip on I-80 currently pay.

Details: Because the Illiana would be constructed with private sector involvement, it would likely include tolling to ensure that users of the facility help pay for its construction and maintenance (see question 3). Tolls on the road have not yet been specified, as they will be determined after a contract with a private partner is negotiated. What is known is that the Illiana, since it will not be operating as part of the Illinois Tollway network, will not be using the same rate system as that set of facilities.

An MPC analysis of toll rates on roads across the country shows that tolls per mile for vehicles operating on roads outside of Illinois (usually new roads) range from roughly 15 cents per mile to 65 cents per mile, as shown in the following table. At those rates, the Illiana would be likely to cost drivers between \$7.02 and \$30.42 to complete the entire road's 46.8-mile journey. Truck drivers would be likely to pay more. The Illinois Tollway charges, on average, 5.5 times as much for large trucks as it does for passenger vehicles.

Toll road and state	Toll per mile (with transponder)	Cost for 46.8-mile Illiana trip with these tolls
Illinois Tollway average for cars	\$0.06	\$2.81
Illinois Tollway average for trucks	\$0.33	\$15.44
Dulles Toll Road, VA	\$0.17	\$7.96
Dulles Greenway, VA	\$0.32 to 0.38	\$14.98 to 17.78
InterCounty Connector, MD	\$0.26	\$12.17
E-470, CO	\$0.33	\$15.44
Northwest Parkway, CO	\$0.41	\$19.19
Foley Beach Express, AL	\$0.25	\$11.70
Southern Connector, SC	\$0.17	\$7.96
Triangle Expressway, NC	\$0.30 to \$0.65	\$14.04 to \$30.42
SH 130, TX	\$0.15	\$7.02

For comparison, drivers who currently drive on I-80 west and east between I-65 and I-55 currently must pay a \$0.55 toll to complete their journeys (truck drivers pay \$3 for the same toll). As such, the Illiana is likely to be at least 13 times as expensive for users. This cost difference would play an important role in determining whether people are likely to take advantage of the congestion alternative that the road may provide.

6. Are there alternatives to investing in the Illiana?

Summary: Because there is a limited pot of funding for public expenditure, every potential transportation project should be evaluated in the context of performance measures that consider

economic, environmental and social justice effects of any project. The Chicago region has a large list of potential transportation projects, many of which are currently unfunded. To be selected for funding, the Illiana should be determined to be cost effective and provide a maximum number of benefits.

Details: The public funds that could be dedicated to the construction of the Illiana Expressway cannot be evaluated in isolation. Rather, MPC argues that projects should be considered from a benefits-cost perspective. Transportation infrastructure that is expected to yield the highest benefits-to-cost ratio should be prioritized.

As part of the development of the GO TO 2040 regional plan, CMAP conducted a performance-measures-based analysis of dozens of potential roads and transit projects for potential inclusion in the plan. This analysis compared projects' effects on congestion, job growth, the environment, and other factors. This review of projects was used, in part to determine the five major transportation capital projects initially included in the GO TO 2040 plan. The Illiana was not included in that original plan.

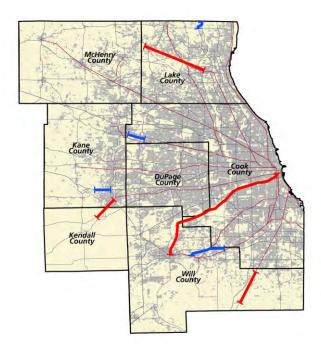
It is vital that any new transportation infrastructure be compared rigorously with alternative projects to determine which will do best to improve the lives of the region's residents. It is not self-evident that just because a project is proposed by IDOT, it best meets the region's needs. Indeed, before approving the Illiana as a recipient of federal dollars, CMAP should carefully review the project to determine that it would be the best use of the public's funding.

Using data provided by CMAP from 2010 (the GO TO 2040 Major Capital Projects document, no longer available online), MPC performed a sketch estimate of what other projects could be funded using the same \$950 million in Illinois contributions (both public and private) that IDOT proposes to dedicate to the Illiana. A quick review suggests that the following projects, all of which are included in GO TO 2040's constrained or unconstrained lists, could be funded using roughly the same amount of funds. Note that this list is purely illustrative and is simply meant to demonstrate a potential alternative method of investment, rather than a definitive list of priority projects. In addition, CMAP data is out of date and may not be exactly reflective of the most up-to-date information.

Project	Cost	Status	Locality
		Fiscally Constrained	
I-88 Add Lanes	20,000,000	GO TO 2040	DuPage
		Fiscally Unconstrained	
Metra BNSF Extension	75,000,000	GO TO 2040	Kane, Kendall
Metra Milwaukee District		Fiscally Unconstrained	
North Improvement	79,000,000	GO TO 2040	Lake
		Fiscally Constrained	
I-80 Add Lanes	100,000,000	GO TO 2040	Cook, Will
		Fiscally Constrained	
I-94 Add Lanes North	100,000,000	GO TO 2040	Lake
		Fiscally Unconstrained	
Metra Heritage Corridor	178,000,000	GO TO 2040 Cook, Will	

Elgin O'Hare Far West Extension	210,000,000	Fiscally Unconstrained GO TO 2040 Cook, DuPage	
Metra Electric Extension	260,000,000	Fiscally Unconstrained GO TO 2040	Will

These projects—a mix of roads and transit improvements—would improve transportation service in six of seven CMAP counties, unlike the Illiana Expressway, which would benefit only Will County directly. The projects are mapped in the following map (with transit investments in red and roads projects in blue).



Together, CMAP estimated that, in sum, these projects would generate similar numbers of jobs and increase gross regional product by almost the identical amount as the Illiana. This makes sense, since the increase in regional product and number of generated jobs for a transportation project typically essentially corresponds to the level of investment initially put in.

CMAP's initial analysis, however, shows that this selection of projects would decrease the number of hours vehicles spend in congestion in the region, whereas the Illiana could actually increase the total number of hours spent in congestion. In addition, this selection of projects would increase the number of transit trips in the region, a CMAP goal, by an estimated 9,776 a day—whereas the Illiana would decrease transit use by a similar amount.

Why make this comparison? The region has an important choice to make about how it dedicates its investments in transportation. Should it focus on projects that yield new public transportation users and declining congestion? As the body that is tasked with determining how the region will grow, CMAP has a responsibility to indicate which investments will be most effective. Continuing this sort of comparative analysis is of the essence for any decision making about infrastructure investments.

7. Would the Illiana result in increased economic development in the region?

Summary: An analysis of the Illiana's projected benefits suggests that if the road were completed, it would make a very small contribution to increased regional economic product. The estimated benefits of the road may not be large enough to offset the project's cost.

Details: One rationale given for the construction of the Illiana project has been its supposed positive economic development effects. If the project resulted in major increases in economic development in the region, its cost to the public sector could be justifiable.

Both CMAP and IDOT conducted studies to determine the level of economic development that could be expected to follow the construction of the Illiana highway (see CMAP's analysis, http://www.cmap.illinois.gov/documents/20583/1356626/IllianaV6--07-30-2013.pdf/4f71fb90-c416-4d3d-a771-ac819a20626a). The studies assessed the degree to which market access would be improved for businesses and the travel time savings for people traveling along affected routes, and estimated economic growth in terms of these improvements. The results can be found in the following table (adopted from CMAP analysis, pg. 14):

Economic impacts	CMAP: Change from 2040 baseline	IDOT: Change from 2040 baseline
Gross regional product	+0.05%	+0.2%

These results show that neither CMAP nor IDOT expect the construction of the Illiana to increase the overall economic health of the region by any significant measure. In fact, IDOT's higher figure suggests that the road will increase the regional product by just two-tenths of one percent.

In terms of nominal figures, CMAP's estimate of increase in gross regional product by 2040 is a total of \$425 million, which may sound large, but is not significant in comparison to the likely more than \$1 billion cost of the roadway itself. IDOT estimates a higher growth figure (\$2 billion, which remains a tiny percentage of overall regional product), largely because of that agency's higher estimates of population and employment in the affected areas, as compared to IDOT.

It should also be emphasized that IDOT's assumptions about changes in gross regional impact include the assumption that lanes will be added on surrounding freeways, at a CMAP-estimated cost of \$1.5 billion (see CMAP analysis, pg. 4-5). These expansions are currently not funded and are not included in the GO TO 2040 plan.

8. How have similar rural toll roads worked and been financed?

Summary: A number of new toll roads have been completed in recent years across the United States in areas that are predominantly rural. Though some facilities have operated successfully, many of the roads completed have suffered from lower-than-projected use and, as a result, had financial difficulties.

Details: Though many of the expressways in the United States, and specifically the Chicago region, lack tolls, a growing percentage of the new roads being built around the country are

being built with tolling integrated into their financing plans. By providing for tolling, governments have the ability to attract private investors that will help contribute to up-front capital costs (see question 3 for more about public-private partnerships). When making deals to finance roads, investors typically rely on projections that make assumptions about how traffic is expected to change in the coming years, so as to determine how much growth in use and therefore revenues there will be.

Though certain roads financed with private funds through a financing structure based on future tolls have done well, many others have faced difficulty. This is particularly true for toll roads built in rural areas on the assumption that significant growth would follow an investment in road capacity. This is the condition that the Illiana is in. An MPC analysis of major rural toll road projects in recent years offered the following insight:

Project	Location	Cost, length	Completion Year	Result
San Joaquin Hills toll road	Orange County, CA	\$800 million, 16 miles	1996	Agency asked its creditors to reduce its coverage ratio and annual debt service ratios; use is only 43% of projections
Inter-County Connector	Maryland	\$2.4 b (\$516 m TIFIA loan), 18 miles	2011	Road use about a third of initial expectations
South Bay Expressway	San Diego, CA	\$658 m (\$140 m TIFIA loan), 9.2 miles	2007	Operator filed for Chapter 11 bankruptcy (\$73 m in unsecured TIFIA loan, will not recapture full loan)
SH 130	Austin, TX	\$1.33 b (\$430 m TIFIA loan), 41 miles	2012	Half of projected traffic; owner saw credit rating downgraded by Moody's (2013)
Pocahontas Parkway	Richmond, VA	\$597 m (\$150 m TIFIA loan), 8.8 miles	2002	Initial owner (non-profit state entity) could not service debt; later road turned over to consortium of banks when earnings didn't cover debt costs
Dulles Greenway	Loudoun, VA	14 miles	1995	Traffic below forecasts, peaked in 2005; owner records road as net liability; bond ratings reduced (2013)
Camino Colombia	Laredo, TX	\$90 m, 22 miles (1 lane per direction)	2000	Filed for bankruptcy (2003) after being unable to service its debt. Truck traffic was far below projections
Southern Connector	Greenville, SC	\$200.1 m (tax-free	2001	Debt downgraded; filed for bankruptcy (2010) after use

bonds), 16	was less than half of
miles	projections

These examples are particularly interesting because all are outside of already developed urban areas and were financed on the assumption that significant future growth would make them profitable. The federal government's TIFIA loan program was used to finance several of these projects, indicating that the projects were assumed to be reasonable investments when first developed. However, the experience with many of these projects indicates that road use was far below forecasts and revenues did not keep up with projections. As a result, several of the roads went into bankruptcy, putting publicly subsidized loans at risk.

9. Why does the Illiana need to be added to GO TO 2040, the region's long-term plan, to move forward?

Federal law mandates that metropolitan planning organizations (MPOs) include transportation projects funded with federal dollars in their long-term plans. CMAP is the federally designated MPO representing the seven-county Illinois portion of the Chicago metropolitan area. CMAP's GO TO 2040 is the Chicago region's current long-term plan and was initially approved in 2010 by CMAP's board and transportation policy committee, both of which are made up of elected officials, their representatives, and representatives of local governmental transportation agencies.

GO TO 2040 has two categories for transportation projects: those included on the "constrained" list of projects expected to be funded and those on the "unconstrained" list, which could be funded in the future if new sources of funding are identified. Federal law requires that any major capital project funded with federal dollars is on the constrained list. Currently, the constrained list includes six projects, including an extension of the CTA Red Line to 130th Street; the IL 53/Central Lake County Corridor; the West Loop Transportation Center; the I-294/I-57 Interchange; the Elgin-O'Hare Expressway; and the Circle Interchange. The Illiana is not on the list.

As IDOT is promoting the Illiana as an addition to the region's transportation system, it has asked CMAP to add the Illiana to its list of constrained projects.

NIRPC, representing the Indiana portions of the region has its own regional plan and is also currently in the process of evaluating the Illiana project to determine whether to include the project on its own constrained list. The project must be added to the constrained lists of both CMAP and NIRPC to be funded by Washington.

10. What is the process for including the Illiana in GO TO 2040?

In May 2013, IDOT formally asked CMAP to add the Illiana to GO TO 2040's list of constrained infrastructure projects. In June 2013, at CMAP's request, IDOT presented to the CMAP board and provided CMAP several details about the degree to which the project is expected to fulfill the goals presented in GO TO 2040. In July, CMAP staff released an updated evaluation of the Illiana project that took into account IDOT's most recent information and inputted the Illiana project into the regional transportation model developed by CMAP.

In October 2013, CMAP's board and MPO policy committee will vote on whether to include the project in GO TO 2040's list of constrained funding transportation projects. If the project is added to the list, and NIRPC provides similar approval, IDOT will have the go-ahead to continue working with INDOT to advance the project to reality.

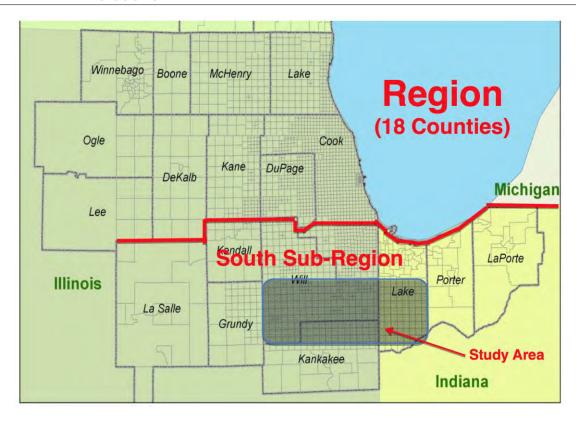
It should be noted that there is no precedent for removing a project from an MPO's funded capital project list once it has been added and the state department of transportation has agreed to move forward with it. If CMAP approves the Illiana in October 2013 under certain assumptions (such as a low public contribution to the project's capital costs), it would be difficult to remove it from GO TO 2040 in Spring 2014 if IDOT asks for a larger public capital cost contribution than initially foreseen.

11. Why build a road so far south of where most people in the region live?

Summary: The Illiana was designed to address east-west travel patterns in the south suburbs of the Chicago region. A variety of potential routes were analyzed in terms of their environmental effects and likely use. The route that was determined to have the least negative environmental consequences is far south of the region's currently built-up areas.

Details: As an element of the federal environmental review process, the State of Illinois was required to consider a variety of route alignments for the Illiana project. The area selected for study is generally located south of existing development in the metropolitan area. It extends from I-55 in the west to I-65 in the east; and from roughly the Cook County line in the north to roughly the Will County line in the south. The study area is primarily in Illinois, though a significant portion is in Indiana.

The South Sub-Region and Study Area are identified in the following image (from Tier 1 FEIS, Chapter 1, pg. 1-3). The study area is primarily rural in character, though it does include certain areas developed in a suburban manner.



Using a series of technical and environmental analyses based on assumptions about growth in population and employment, changes in road use, and other factors (see other questions below), the Illiana study team evaluated a number of potential corridors for the construction of the Illiana. These corridors were compared with one another and with a "no-action" alternative, which essentially means investing no more than "would have happened" under existing plans.

The No-Action alternative, also known as the "Baseline" (pg. 3-2 of Tier 1 FEIS, Chapter 3), is used as the "base" for comparing the Illiana project with congestion, traffic movements, and more into the future. Any Illiana project would include every element of the Baseline alternative as well. Analysis was conducted for the year 2040, which is the base year for the region's GO TO 2040 plan as well. The Baseline alternative would include a number of interchanges and lane additions to the existing road network. Notably, the Baseline alternative includes the presence of the South Suburban Airport, which would be located in Will County (pg. 3-3), but has yet to be funded.

Alternatives were designed around a number of major Study Area constraints, which included the Midewin National Tallgrass Prairie, the Joliet Arsenal, the South Suburban Airport, the Colchester Mines, and several creeks and lakes. These areas were determined to be significant and to be either circumscribed or carefully approached by a new roadway.

12. What is the traffic forecast for the Illiana?

Summary: IDOT's forecasts for use of the Illiana Expressway suggest that the road will be poorly frequented, attracting between 9,000 to 26,000 vehicles a day.

Details: The Illiana Alternatives Evaluation Report

(http://www.illianacorridor.org/pdfs/illianaaer020613.pdf) offers information about the expected use of the Illiana roadway (pg. 4-9), given the B3 tolled alternative. The study indicates that use of the road will be as follows:

Criterion	High Toll Alternative	Low Toll Alternative
Average Daily Traffic of All	8,800	26,300
Vehicles		
Average Daily Traffic of	5,000	15,000
Trucks		

There is a divergence in projected traffic between "high toll" and "low toll" alternatives because IDOT has not yet publicly established how much it expects to charge for use of the road. Lower tolls will attract more users than higher tolls, but high tolls may result in higher revenues. But the use of the road will fall somewhere between the two figures noted in the table above.

To put these figures in comparison, the following Chicago-area roads, none of which are grade-separated highways, currently have traffic similar to, or higher than, the Illiana is projected to have, as shown in the following chart (see

http://www.gettingaroundillinois.com/gai.htm?mt=aadt for data).

Corridor	Daily Vehicles	Section
Ogden Avenue	27,500	Berwyn
Cermak Road	33,900	Cicero
Ashland Avenue	27,200	Chicago (Roosevelt Road intersection)
Roosevelt Road	32,400	Chicago (Canal Street intersection)
Western Avenue	26,800	Chicago (Chicago Avenue intersection)
Irving Park Road	35,400	Chicago (Lincoln Avenue intersection)

These data indicate that the grade-separated nature of the Illiana may be useful in terms of providing speedier travel between different parts of the region, but the relatively low travel projections for the road indicate that the investment may be more than what is necessary to provide for the traffic figures indicated.

Even the low projected ridership figures for the Illiana Expressway should be evaluated thoroughly before they can be assumed to be reliable. Changes in travel patterns (see question 13) may significantly alter the use of the road. In June 2013, Fitch Ratings service noted (http://www.fitchratings.com/gws/en/fitchwire/fitchwirearticle/U.S.-Driving-Declines?pr_id=792767) that "U.S. driving declines could negatively affect toll roads" and that "toll roads with meaningful un-tolled competition, especially those designed to relieve congestion, could be vulnerable because their value would diminish with slower traffic growth." "Caution remains warranted," Fitch argued, "when future projections are the basis for investment."

13. How were the traffic forecasts for the Illiana developed?

Summary: IDOT created a computer-based traffic model to determine the expected changes in traffic on roads with or without the construction of the Illiana highway. This model, however, was based on several problematic assumptions. For one, it assumes far more growth in the far suburbs of the Chicago region than CMAP, the regional planning agency, has programmed into its long-term plan. Second, it fails to take into account recent trends that suggest that both population and traffic are declining compared to previous estimates. This suggests that the forecasts for the use of the Illiana may be too high. This should put into question road use, and therefore revenue, projections, for the road.

Details: As part of the process to develop plans for the Illiana highway, IDOT commissioned the al Chalabi Group (ACG), in association with Parsons Brinckerhoff, to analyze past growth in the Chicago region and develop estimates for future growth

(http://www.illianacorridor.org/pdfs/feis/app_e_p01.pdf). ACG's study analyzed how population in the region has expanded over time and evaluated measures such as land vacancy, land prices, and other variables to make determinations about how population and employment will change in the Chicago region into the next thirty years. These estimates are important components of any transportation proposal, because the number of people living and working in an area near a new transportation facility directly affects the number of vehicles expected to use that facility.

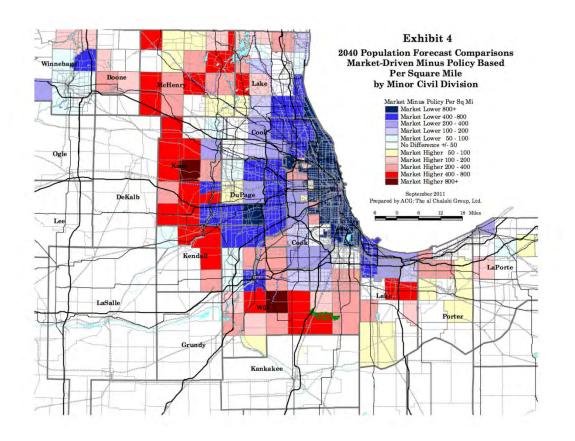
The ACG forecasts are *not* the same as those developed by the Chicago Metropolitan Agency for Planning (CMAP), the public Metropolitan Planning Organization (MPO) designated by the federal government to create a regional land use plan and set transportation investment priorities for the Chicagoland region. CMAP's jurisdiction extends to Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties in Illinois. As part of the GO TO 2040 regional plan (http://www.cmap.illinois.gov/2040/main) completed in 2010, CMAP developed a Preferred Regional Scenario (http://www.cmap.illinois.gov/press-release-1-21-10) that recommends how development should proceed in the region. The Preferred Scenario includes a number of goals for determining how the region should grow, including:

- Creating more livable communities with compact, mixed-use development to serve as building blocks of the region's future;
- Investing more effectively in education and workforce development, while fostering a business climate that encourages job growth and innovation by the private sector;
- Improving the region's high-quality system of parks and open space, while reducing consumption of energy and water;
- Planning multi-modally for transportation and target transportation investments to achieve outcomes such as economic growth, environmental protection, or congestion reduction, while finding more sustainable ways to finance infrastructure improvements; and
- Tracking the region's performance to assess where to make improvements to reach the desired future.

CMAP's Preferred Scenario is a policy-based plan whose purpose is to guide the region's investments in an alternative fashion than what would occur in a "business-as-usual" environment, also referred to as the Reference Scenario. The plan as developed, for example, would result in about a third of new congested hours of vehicular travel as compared to the

Reference Scenario. It would also increase the number of jobs accessible to the average resident by transit by almost 50 percent compared to the Reference Scenario.

The regional growth model developed by ACG for the Illiana *does not* follow CMAP's Preferred Scenario. Its "market-based" planning system that does *not* reflect CMAP's policy priorities. Comparing the ACG and CMAP scenarios, as shown in the following map (from the ACG study, pg. 30), demonstrates that the ACG scenario assumes far more growth (in red) in the region's far exurbs, as far less growth (in blue) in the region's center, in particular in the City of Chicago. Indicative of this difference is that, for 2040, the ACG study assumes about 148,577 more residents of Will County than CMAP and 465,587 fewer residents of Cook County than CMAP (pg. 31).



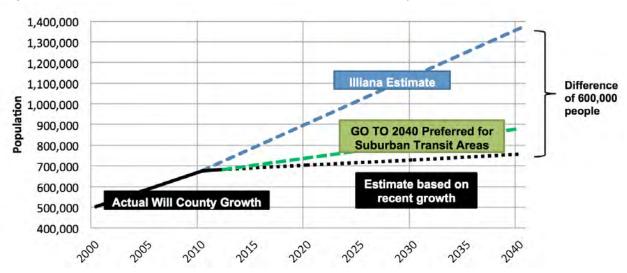
Planners of the Illiana Corridor used ACG's estimates of population change, not CMAP's, to determine how many people would live and work in different areas of the region. This suggests that IDOT is not approaching planning from the perspective of CMAP's policy recommendations about regional growth. In essence, this means that CMAP's goals for concentrating growth in the regional core and around public transportation are not being followed by IDOT in its assumptions about growth in the exurban areas of the Chicago region. This matters because IDOT's estimates of growth in areas in and around the Illiana corridor are significantly higher than those developed by CMAP. Both, of course, are estimates, not any sort of guarantee of future growth.

It should also be noted that the estimates produced for IDOT assume that Will County, through which the Illiana would run, will continue experiencing the rapid growth it has experienced in the

past few decades. The Illiana estimates suggest that the county will practically double in population from 2010 to 2040, reaching practically 1.4 million people at that point.

As shown in the following chart, however, these estimates do not reflect growth that has occurred in recent years, and they do not reflect CMAP's Preferred Scenario for suburban areas, either. Since 2010, the U.S. Census Bureau has recorded a major slowdown in Will County growth. Over the past few years, the county has seen far fewer new inhabitants than expected based on previous decades. If growth continues at these recent rates, the County's population could grow to less than 800,000 by 2040.

Similarly, CMAP has defined preferred growth for suburban areas for its GO TO 2040 plan (http://www.cmap.illinois.gov/c/document_library/get_file?uuid=dfc51cd9-946b-4e9d-ba26-f3436d8b5999&groupId=20583). The plan suggests that suburban areas with access to transit should grow by about 25 percent between 2010 and 2040 (pg. 25), and that suburban areas with no transit access should grow by about 17 percent in the same time period (pg. 26). IDOT's projections of growth, which assume roughly 100 percent growth, are far higher and out of alignment with the Preferred development patterns endorsed by CMAP.



As part of the plan development, IDOT also conducted a series of analyses of existing vehicular movements through the region, and, in particular, in the area near the Illiana Corridor. In part, these studies took into account CMAP's regional estimates of changes in vehicle miles traveled (VMT) in the region (http://www.cmap.illinois.gov/c/document_library/get_file?uuid=dfc51cd9-946b-4e9d-ba26-f3436d8b5999&groupId=20583, pg. 45). These estimates suggest that regional VMT, assuming "business as usual," will increase by about 25 percent, to 203 million annually, between 2010 and 2040. This figure was determined by developing a model of travel throughout the Chicago region that incorporates movement by road and public transportation and also includes information about freight

(http://www.cmap.illinois.gov/c/document_library/get_file?uuid=cab76c8f-7d87-479f-8808-037ed5c62b27&groupId=20583). This model "assigns" vehicles to the road and transit network based on a variety of criteria, such as congestion, available transportation capacity, and demographics. This model is used by CMAP to determine where congestion currently exists on

the network, and where it could exist in the future depending on the creation of new infrastructure and the growth of population and jobs.

IDOT used CMAP's model to help it develop a forecast of travel on the Illiana, both in its Transportation System Performance (TSP) Report

(http://www.illianacorridor.org/pdfs/feis/app_a.pdf) and in its Travel Forecasting Model (http://www.illianacorridor.org/pdfs/feis/app_d.pdf). In addition, IDOT incorporated data about existing users of road facilities in the area being studied for the creation of the new highway facility (pg. 64 of TSP). IDOT compared existing use of area roads with estimates based on expected population growth and noted that the number of vehicle trips entering, leaving and within the Illiana study area is expected to increase by 128% between 2010 and 2040, to 3.8 million daily (pg. 76 of TSP). IDOT performed a similar analysis on the truck network and found similar projected growth.

Once projected growth was determined for the project, IDOT created a computer-based road network model that "assigned" vehicles to routes throughout the region based on their origins and destinations, and taking into account potential routes, congestion, and drivers' willingness to pay (for toll roads). As such, the forecasts showed which roads are likely to become more congested and the degree to which their use will change. This model was used to create the "baseline" for traffic. Once the baseline was created, the Illiana was added to the model to demonstrate how use of the roads could be expected to change based on the addition of a new road. The results of this forecast were then used to determine the overall effects on traffic of the road's construction.

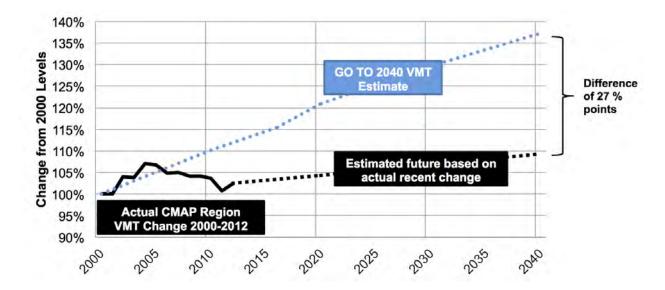
It should be noted that IDOT's assumptions about changes in traffic include the assumption that lanes will be added on surrounding freeways, at a CMAP-estimated cost of \$1.5 billion (see July 2013 CMAP analysis, pg. 4-5). These expansions are currently not funded and are not included in the GO TO 2040 plan and thus are not included in comparable CMAP analyses.

In addition, as the following chart illustrates, neither the CMAP nor the Illiana travel models take into account recent changes in driving patterns that may significantly affect the amount of drivers choosing to use the Illiana. After almost a century of nearly constant increases in VMT across the country and in Illinois, trends have been changing over the past decade. According to a May 2013 report by the U.S. Public Interest Research Group (PIRG), VMT growth has slowed substantially

(http://www.uspirg.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf). This reduction in driving results not only from a poor economy, but also from higher gas prices, increased use of public transportation options, a decline in the number of youth with drivers' licenses, and an aging population. This change in driving habits has reduced the number of drivers on existing roads and indicates that forecasts of future road use, based on outdated models of driving habits, may not be accurate.

In Illinois, the story is similar. VMT in the state peaked in 2004, including in the CMAP seven-county region, according to Illinois travel statistics (http://www.dot.state.il.us/adttravelstats.html). Since 2004, despite a considerable increase in population, VMT has actually declined regionally. If the change in VMT between now and 2040 tracks the average trend between 2000

and 2013, driving in the Chicago region will only increase by a small amount over the next thirty years. Yet CMAP's estimates of VMT growth – the same estimates used by IDOT to determine the number of vehicles expected to use the Illiana – suggest that there will be considerably higher VMT levels. The difference is equivalent to 40 million annual miles travelled, a significant percentage of which would likely be in the area near the Illiana.



These differences in population and VMT forecasts suggest that there is significant cause to be skeptical of the estimates developed for Illiana road use. If fewer people than expected move into the Illiana Corridor, and there is less demand for driving than assumed, the Illiana may see significantly fewer vehicles using the road than assumed. This could negatively affect the road's financing, as most new toll roads are funded with loans based on estimates of future facility use.

14. Can we be confident about the future use of the road network by international intermodal freight?

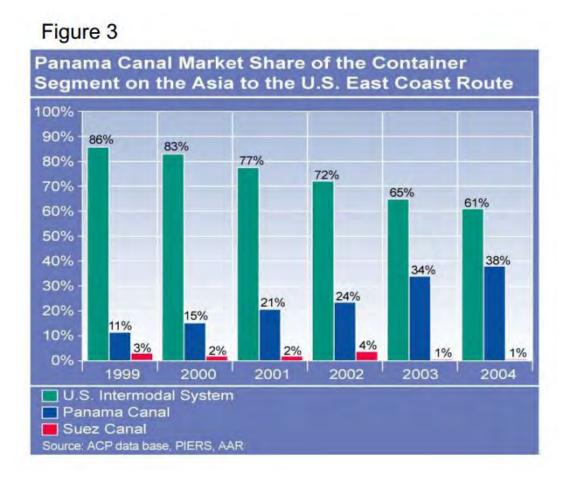
Summary: Fuel prices and the construction of the Panama Canal expansion may dramatically alter Chicago's current role as the hub of U.S. intermodal freight distribution. Projections for the use of the Illiana do not take into account potential wide shifts of freight to trains due to high fuel prices and a reduction in cross-country freight movements due to easier sea links between Asia and the U.S. East Coast.

Details: A serious issue is whether Chicago's role as the hub of U.S. cross-continental freight will continue to be true into the future. Fuel prices are expected to increase over the next several decades, which will mean increasing demand for less energy-intensive transportation options. In the world of freight, this means shipping by boat and train over shipping by truck. This should put into question the necessity of the Illiana project in terms of attracting future trucking demand.

In addition, the planned expansion of the Panama Canal (http://www.pancanal.com/eng/expansion/), which will effectively double the amount of freight that can move through the canal by 2015, could dramatically alter the shape of international trade.

A report by the Institute for Water Resources and the U.S. Army Corps of Engineers in December 2008

(http://www.iwr.usace.army.mil/Portals/70/docs/iwrreports/WhitePaperPanamaCanal.pdf) shows that, thanks to recent improvements, the East Coast is receiving an increasing share of its imports from Asia via the Panama Canal and not the U.S. intermodal system (pg. 2, see below). In essence, this means that goods arriving to the East Coast are increasingly bypassing Chicago and the rail and trucking routes that serve it.



These trends are likely to be magnified with the completion of the canal expansion. A Spring 2011 report from Jones Lang LaSalle (http://www.us.am.joneslanglasalle.com/UnitedStates/EN-US/Documents/Panama_Excursion-JLL.pdf) shows that the completion of the canal will shift what is known as the "demarcation line for discretionary cargo" west. In effect, this means that it will become cheaper to move goods via boat to a larger portion of the U.S. via the east coast. This may result in less cross-country shipping through Chicago. One of the primary markets the Illiana is intended to serve is this specific freight corridor.

Indeed, Jones Lang LaSalle Executive Vice President Richard Thompson noted in 2011 (http://www.rejournals.com/2011/09/13/panama-canal-expansion-could-bring-shift-in-distribution-patterns/) that the Panama Canal expansion could result in a rerouting of freight with a Chicago destination. He argued that a 1,000-mile shorter journey distance by land would

make landing ships at Houston, rather than Los Angeles, a more promising route for goods coming from Asia. As a result, the primary increases that may be seen in truck congestion in the coming years may be on north-south, rather than east-west routes.

A 2010 report on the Illiana Expressway by Cambridge Systematics for IDOT (http://www.dot.state.il.us/Illiana/finalreport.pdf) notes that "Chicago's freight industry thrives in part due to the need for transfer of goods between the east and west coasts. Some predict the need for these transfers mat decline with the widening of the Panama Canal and the reduction of eastbound container traffic on western railroads... in this instance, Chicago's isolation from the coastal markets could serve as a greater deterrent to new business" (pg. 3-6).

15. Would the Illiana reduce congestion on I-80, in Will County and in the rest of the region?

Summary: Studies by both CMAP and IDOT suggest that the Illiana would do little to minimize current and expected future congestion on roadways in the study area, and do even less for the region as a whole.

Details: CMAP conducted an analysis in July 2013 of the Illiana project (http://www.cmap.illinois.gov/documents/20583/1356626/IllianaV6--07-30-2013.pdf/4f71fb90-c416-4d3d-a771-ac819a20626a) that inputted the most recent information about the project into the regional transportation model so as to determine the effects of the proposed road on regional traffic. Notably, the goal of the study was to determine whether the project will result in less congestion on the region's roads.

The review of data demonstrates that the Illiana will have no net positive effect on traffic congestion within the region. The effects on regional congestion are documented in the following table (based on CMAP analysis, Figures 8 and 9, pg. 12):

Regional travel demand	2010 base	CMAP 2040 estimate with no Illiana built	CMAP 2040 estimate with Illiana completed
% of all vehicle miles traveled in congested conditions	5%	9%	9%
% of all vehicle hours traveled in congested conditions	10%	20%	20%
% of truck vehicle miles traveled in congested conditions	9%	12%	11%
% of truck vehicle hours traveled in congested conditions	16%	29%	29%

As the above table demonstrates, the share of both miles and hours traveled in congested conditions by all vehicles in the CMAP region are expected to increase significantly between now and 2040. However, the completion of the Illiana Expressway is not expected to decrease congestion for vehicles on average according to CMAP analysis. CMAP does find a slight

decline in congested conditions for truck vehicle miles (1 percentage point decline), but no such decline in truck hours traveled in congestion.

The following image (from CMAP analysis, pg. 13) demonstrates that the Illiana would do very little to relieve congestion on the region's roadways, including I-80, for which the Illiana is designed to be a substitute. The image shows that roads predicted to be congested without the completion of the Illiana are largely expected to be congested, even with the completion of the road (in red). Very small sections of I-80 and I-55 may see slight declines in congestion (in blue), but as the map illustrates, these sections account for a very small portion of the regional highway network.



Source: Chicago Metropolitan Agency for Planning

IDOT's analysis of the results of the construction of the Illiana produces slightly different figures than those identified by CMAP. This is a result of IDOT's use of a different methodology to determine future growth in the region (see question 15). The results recorded by IDOT are compared to those found by CMAP in the following table (based on CMAP analysis, Figures 8 and 9, pg. 12):

Regional travel demand	CMAP 2040 estimate with no Illiana built	CMAP 2040 estimate with Illiana completed	IDOT 2040 estimate with no Illiana built	IDOT 2040 estimate with Illiana completed
% of all vehicle miles traveled in congested conditions	9%	9%	14%	13%
% of all vehicle hours traveled in congested conditions	20%	20%	27%	26%
% of truck vehicle miles traveled in congested conditions	12%	11%	19%	17%
% of truck vehicle hours traveled in congested conditions	29%	29%	36%	35%

These data indicate that, overall, IDOT predicts significantly more regional congestion than CMAP, both in terms of miles and hours traveled. The IDOT analysis, however, shows little positive regional effects of the Illiana's completion. The road is expected to decrease hours and miles of congested travel by all vehicles by one percentage point. IDOT expects a slightly larger decline for congested truck miles (two percentage points), but even this prediction means minimal improvement in the congestion situation for almost all trips.

It should also be emphasized that IDOT's assumptions about changes in regional congestion include the assumption that lanes will be added on surrounding freeways, at a CMAP-estimated cost of \$1.5 billion (see CMAP analysis, pg. 4-5). These expansions are currently not funded and are not included in the GO TO 2040 plan.

The Illiana Alternatives Evaluation Report

(http://www.illianacorridor.org/pdfs/illianaaer020613.pdf), completed in 2013, provided some useful information about the performance of the Illiana project (pg. 4-9). Several of the key statistics for the tolled B3 route (the selected alternative for the project) are documented in the following table.

	Change in Nun	Change in Number		rcentage
Criterion	High Toll Alternative	Low Toll Alternative	High Toll Alternative	Low Toll Alternative

Regional East- West Vehicle	-4,200	-10,200	- 0.11%	-0.27%
Hours of Travel South Sub-Region East-West Vehicle Hours of Travel	-7,400	-17,900	-0.83%	-2.01%
Regional Vehicle Hours of Travel	-5,600	-12,600	-0.08%	-0.18%
South Sub-Region Vehicle Hours of Travel	-7,600	-17,100	-0.48%	-1.08%
Number of Jobs Accessible within 30 Minutes	+18,000	+18,000	+1.00%	+1.00%
Study Area Congested VMT on Arterials	-48,000	-95,000	-2.35%	-4.66%
Study Area Vehicle Hours of Travel on Arterials	-4,100	-8,200	-1.61%	-3.21%
Regional Truck Hours of Travel	-2,200	-4,900	-0.26%	-0.57%
South Sub-Region Truck Hours of Travel	-4,700	-10,600	-1.85%	-4.17%

As the table shows, the Illiana would do very little to improve congestion in the region as a whole. Regional vehicle hours of travel would decline by a maximum of two-tenths of one percent. Along arterials in the study area, the number of miles traveled in congested would decline by between 2 and 5 percent—equivalent to taking a maximum of five cars off a road lane with 100 cars on it. The overall effects, in other words, would be minimal in terms of actually improving conditions in the area and almost non-existent in the region as a whole.

IDOT's projections of future road use suggest that levels of service (LOS) on the roadways in the Illiana study area will decline substantially over the next thirty years. LOS is measured using grades from A to F, where A is best, uncongested traffic and F is very congested conditions. As the following map demonstrates, the LOS is expected to be worst on the area's north-south highways, such as I-57 and I-65 (from pg. 96 of the Transportation System Performance Report, or TSP (http://www.illianacorridor.org/pdfs/feis/app_a.pdf)). Roads that run east-west through the study area would almost uniformly have relatively high LOS scores, ranging from A to C. It is unsurprising, as a result, that the addition of the Illiana would likely do little to solve the overall issues related to congestion in the area.



Figure 5-2. Year 2040 Levels of Service

In its discussion of the need for the Illiana, IDOT argues that the lack of current east-west highway capacity through the area suggests a need for a new road. But the LOS scores projected by IDOT imply that the existing east-west roadways through the area would not be overburdened, even with significant increases in traffic through the area.

Overall, these results indicate that there is significant reason to be skeptical of the idea that the completion of the Illiana will result in less congestion on area roadways. This is largely a consequence of the fact that the Illiana is located far outside of the region's core and does not serve as a viable alternative for many commutes or long-distance trips in the region.

16. Will the Illiana's construction induce more driving?

CMAP's analysis of the Illiana project

(http://www.cmap.illinois.gov/documents/20583/1356626/IllianaV6--07-30-2013.pdf/4f71fb90-c416-4d3d-a771-ac819a20626a) demonstrates that the construction of the Illiana project would increase the number of vehicle miles traveled on area roadways by 1,706,000 miles every day (pg. 12). Though this is a small increase (0.8%) compared to the overall miles traveled in the region, it would mean a meaningful increase in driving and, as a result, an increase in pollution. The project would also result in 151,000 more miles being traveled each day by trucks in the region, which are particularly heavy polluters.

CMAP's analysis suggests that the Illiana will increase the annual carbon dioxide emissions in the region by 100,000 metric tons (see pg. 18). Though IDOT does not predict any increase in emissions, an increase in overall road traffic will undoubtedly result in more air pollution.

17. Will trucks save time by driving on the Illiana compared to their current routes?

Summary: An analysis of fright in the Chicago region indicates that most truck movements on through routes move from the west to states like Michigan and Ohio, rather than Indiana. As a result, the Illiana will provide no time savings for those drivers.

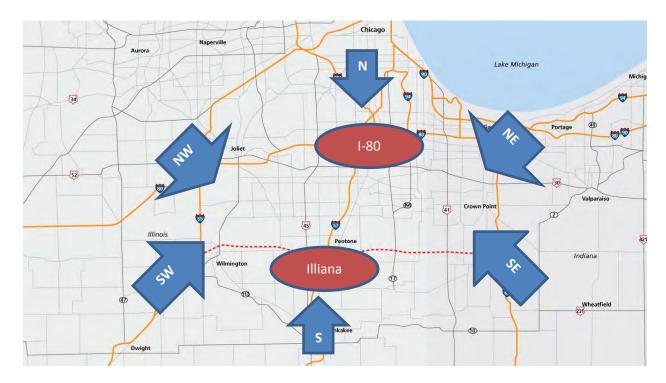
Details: The growing industrial, distribution and manufacturing facilities located in the south suburban areas of the Chicago region will likely increase truck traffic. And certainly Chicago remains one of the nation's largest hubs of intermodal freight shipments. The question is the degree to which those shipments require a new east-west highway in the southern part of the region.

The Illiana Transportation System Performance (TSP) Report (http://www.illianacorridor.org/pdfs/feis/app_a.pdf) conducted an analysis of the movement of trucks entering the region, and documented that trucks coming from the west (notably on I-80) "are traveling through the study area to locations in Michigan and Ohio (pg. 105). The following map (from pg. 106 of the TSP) illustrates the paths of trucks (in red) coming from an origin point on I-80 (in blue). This map illustrates that the large majority of trucks entering the region from the west either terminate in Chicago and its suburbs north of I-80 or east of the region in Michigan and Ohio. Very little of the traffic moves southeast into Indiana. This makes sense as traffic moving from the west to Indianapolis and similar destinations can travel via I-74 and avoid the congestion of the Chicago region altogether.



Figure 5-9. Select Link Analysis: I-80/94 Multi-Unit Trucks

For drivers currently moving through the Chicago region from west to east, or vice versa, using the Illiana instead of I-80 would require 56% more mileage. As a result, traffic on I-80 would have to be quite slow for it to be faster to take the Illiana rather than I-80. The following map shows directions of travel into the zone between I-80 and the Illiana.



The following chart shows the difference in distances between different route alignments, based on an MPC analysis.

Route	Distance via Illiana (miles)	Distance via I-80 (miles)	Illiana % Longer
Northwest <> Northeast	76.3	48.8	56%
Northwest <> Southeast	59.1	66.0	-10%
Southwest <> Northeast	64.0	61.1	5%
Northwest <> South	32.1	43.9	-27%
South <> Northeast	44.8	42.1	6%
North <> Southeast	46.2	40.7	14%
Southwest <> North	38.4	37.6	2%
Southwest <> Southeast	46.8	78.3	-40%

The chart demonstrates that of eight through routes, the Illiana would make travel shorter on three of the routes. As the previous map illustrated, however, the most prominent route for through travel is from the Northwest to Northeast, and in that case, the Illiana route is significantly longer than the I-80 route.

18. Will truckers be willing to pay a toll to drive on the Illiana?

An MPC sketch-level analysis that evaluated the value of time for truck drivers, gas consumption and tolls shows that the distance differences between I-80 and Illiana routes are only one part of the larger equation. Indeed, those components are included in an analysis of the relative advantages of routes via the Illiana or I-80, in the following table.

Route	Average speed of I-80 from I-65 to I-55 at which Illiana would be more economical for trucks, assuming no congestion on Illiana
Northwest <> Northeast	20 mph
Northwest <> Southeast	52 mph
Southwest <> Northeast	36 mph
Northwest <> South	181 mph
South <> Northeast	33 mph
North <> Southeast	28 mph
Southwest <> North	38 mph
Southwest <> Southeast	530 mph

This table shows that average speeds on I-80 must be very slow (unreasonably slow) for truck drivers to have an incentive to travel on the Illiana rather than use I-80 for most through-routings. This is because adding a toll for the Illiana makes driving on the route significantly more expensive than the mostly toll-free I-80 routing. The speed advantages of the Illiana are simply not high enough for most truck drivers to be likely to be willing to pay the toll rather than take advantage of the free route. The only exceptions to this are on trips from Northwest to Southeast, which are likely rare (because I-74, to the south, avoids Chicago altogether and is a free alternative), and from Southwest to Southeast, the exact Illiana corridor. Because demand on the Illiana corridor is low and is likely to continue to be low, the corridor is likely to suffer from low demand, as IDOT's use estimates (question 12) already show.

19. Were alternatives to the Illiana highway studied?

Summary: IDOT conducted a review of several route alignment alternatives for the Illiana, but it did not commit significant resources to studying alternatives, such as freight rail or passenger transit investments. Nor did it review the possibility of investing in upgrading existing local roads in the study area.

Details: The Tier 1 Environmental Impact Study conducted by IDOT, with the aid of consultant Parsons Brickerhoff (http://www.illianacorridor.org/pdfs/illiana_draft%20aer_071812.pdf), considered a variety of potential alternative routes for a new highway in the southern section of the Chicago region. These routes were compared with a "no-build" alternative in which no highway was constructed. However, the study did not substantially consider other options, such as substantial upgrades to existing roads; new freight rail facilities; and new passenger transit facilities.

According to the Illiana Alternative Evaluation Report, "passenger rail, commuter rail, intercity bus, and commuter bus do not have the ability to meet the project Purpose and Need as standalone modal alternatives" (pg. 3-5).

Though the study included an analysis of the potential to create a new arterial running in an alignment north of the South Suburban Airport, it did not evaluate the possibility of creating an arterial in the B3 alignment, which is the alignment for the road that IDOT is currently planning. An arterial, as compared to a highway, is not entirely grade separated and significantly less expensive to construct. However, an arterial roadway would be slower than a highway. But in its analysis, IDOT did not evaluate whether an arterial in the B3 corridor would have been effective, so it is impossible to know what the relative advantages of such a project would have been.

IDOT conducted "discussions with UPRR, NS, and CN railroads, as well as correspondence with officials of the Illinois Railroad Association" (pg. 41). These discussions informed IDOT that "the freight railroads... do not see a need for a new east-west freight railroad corridor in the Study Area, and therefore are not willing to invest in one." IDOT concludes from this that it is not feasible to construct a new freight rail facility through the area. However, IDOT does not appear to have proposed public funding for such a facility, which would be provided for the proposed highway.

The study also very briefly considered the possibility of expanding bus service in the areas, but concluded that "there is not enough population and employment density for existing or 2040 conditions to support east-west fixed guideway (rail or exclusive lanes) transit service. As a result, public transportation alternatives were not included in the study, and the project does not provide for new funding for transit or rail investment as a complement to the railway.

20. How many jobs will the Illiana create, and how would they be distributed throughout the region?

Summary: IDOT argues that the construction of the Illiana will create thousands of jobs. An analysis of IDOT's data, however, shows that the project's overall benefits will be fewer than 1,000 additional people employed. In addition, the primary consequence of the project's development will be a significant shift of jobs and population from the core of the Chicago region to the far southern exurbs and Indiana.

Details: As part of the Tier 1 study of the Illiana, IDOT commissioned the al Chalabi Group (ACG), in association with Parsons Brinckerhoff, to conduct an analysis of the socio-economic effects of the Illiana corridor (http://www.illianacorridor.org/pdfs/feis/app_e_p02.pdf). This study reviewed the travel-time benefits of potential Illiana corridors and estimated future population and employment growth based on historical and mathematical models premised on a market-based regional growth model (http://www.illianacorridor.org/pdfs/feis/app_e_p01.pdf). The model incorporated a number of factors in determining how households, population, and employment would change in the metropolitan region, including the availability and cost of land; quality of education; availability and quality of public services; quality of the landscape; and other considerations (pg. 5).

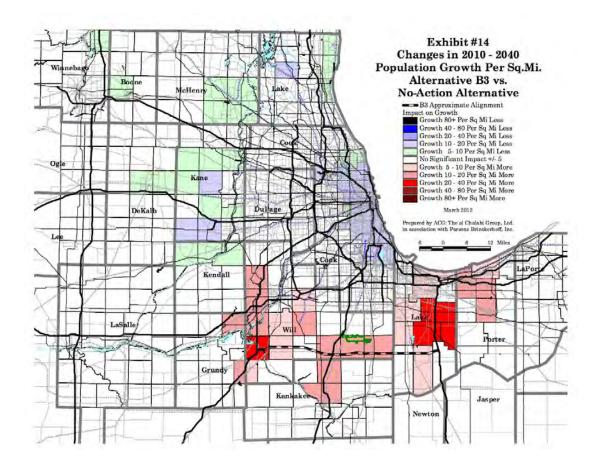
The ACG study did not find any significant effects of the Illiana on increasing jobs or population in the metropolitan area as doing so would imply "more growth in the Chicago CMSA at the expense of other regions within the U.S. There is no basis for assuming such transfers among regions in the absence of a nationwide, single transportation modeling effort" (pg. 11). As such, the ACG model suggests that there is insufficient evidence to conclude that the Illiana corridor will create any additional jobs or attract any additional population compared to the base forecast (the model does show extremely small increases in population (+3) and employment (+217) compared to forecasts, but these are model variations).

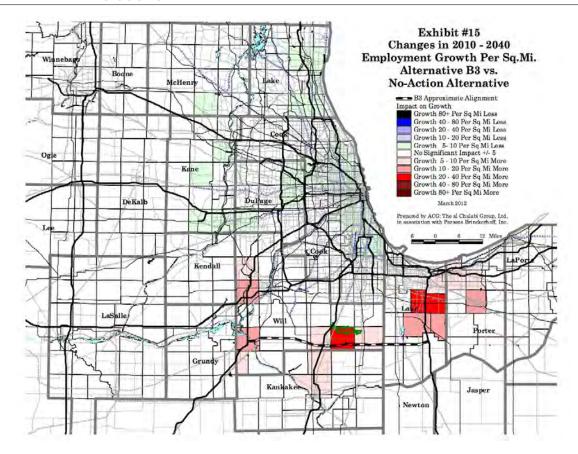
The ACG study, did, however, show very significant changes in the location of jobs and employment in the Chicago region because of the construction of the Illiana. An analysis of the effect of constructing a new highway along a corridor very similar to the B3 alignment selected by IDOT produced the following changes in estimated population compared to the baseline estimates (pg. 15):

	City or County	Population change compared to baseline	Employment change compared to baseline
Counties or Areas in	City of Chicago	-2,695	-1,187
CMAP Metropolitan	South Suburban	-177	-135
Region (Illinois)	Cook County		
	North Suburban	-471	-804
	Cook County		
	West Suburban	-272	-525
	Cook County		
	DuPage County	-503	-1,024
	Kane County	-3,758	-1,956
	Kendall County	-1,053	-431
	Lake County	-1,570	-1,645
	McHenry County	-1,695	-902
	Will County	4,874	3,553
	Overall CMAP	-7,320	-5,056
	Region		
Other Illinois	Grundy County	523	213
Counties	Kankakee County	1,077	562
	DeKalb County	-850	-265
	LaSalle County	-24	45
	Boone County	-435	-126
	Lee County	-8	-5
	Ogle County	-98	-58
	Winnebago County	-573	-306
	Overall Illinois	-7,708	-4,996
Indiana Counties	Lake County	5,228	3,551
	Porter County	2,340	1,497
	LaPorte County	143	165
	Overall Indiana	+7,711	+5,213

The ACG model, therefore, indicates that the net impact of the Illiana will be a shift of population and jobs out of Illinois and into Indiana. Specifically, the CMAP region will see a net loss of more

than 7,300 inhabitants and 5,000 jobs, with Cook and Kane Counties particularly hard hit. On the other hand, Indiana Counties will see an increase of more than 7,700 inhabitants and a gain of more than 5,200 jobs compared to the baseline thanks to this investment. The following maps, from the ACG study, visually demonstrate how population and employment changes would result from the construction of the Illiana in the B3 alignment (pg. 20).





According to the 2013 Illiana Tier 1 Alternatives Analysis Report (http://www.illianacorridor.org/pdfs/illianaaer020613.pdf), IDOT accepts ACG's methodology as reflective of the impact of the Illiana on jobs and population. The report states (pg. 5-3) that "Because all corridors improve accessibility and provide congestion relief, some projected regional population and employment growth is expected to shift to the Study Area and South Sub-Region, which in Illinois is a result of outward growth from points north, and in Indiana is a result of migration from Illinois." In other words, the net effect of the road will be a shift of jobs and population from the region's core to southern and western counties, with little net regional benefit.

The Illiana Tier 1 Environmental Impact Statement Environmental Resources, Impacts, and Mitigation chapter (http://www.illianacorridor.org/pdfs/feis/section_03.pdf) sheds additional light on IDOT's estimates of job and population growth resulting from the construction of the Illiana roadway. The construction of a tolled highway on the B3 alignment is expected to produce roughly the following number of short-term jobs per year over the course of the construction period (pg. 3-40) [figures in the below table were imputed from a chart and therefore may not be exactly accurate]:

Year	Direct Construction or Planning Jobs	Indirect Jobs Resulting from Worker Pay
2013	100	0
2014	300	80
2015	1,550	450
2016	2,950	900

2017	2,150	650
2018	10	0
Average for all years	1,177	347

During the six-year planning and construction period, the Illiana is thus expected to produce an average of about 1,200 jobs directly. During the height of the construction period, from 2015 to 2017, the project will produce between 1,550 and 2,950 jobs per year. It should be remembered, of course, that *any* public investment in new construction will result in additional jobs. These figures were calculated by inputting the likely cost of the road into a projection of jobs needed to complete the facility. Any similar construction project using similar funds would produce similar construction jobs, so these jobs should not be attributed to the construction of the Illiana specifically but any public investment of funds into an infrastructure project.

Over the long-term, a tolled road on the Illiana's B3 alignment would result in the following number of jobs per year over the next thirty years (pg. 3-44), as shown in the following chart. These estimates were produced based on an assumption that greater travel time savings would produce more employment.

Year range	Years in period	Average annual employment
2018-2025	8	377
2026-2030	5	720
2031-2035	5	967
2036-2040	5	1,217
2041-2045	5	1,473
2046-2047	2	1,655
All years	30	940

As this chart shows, the number of people estimated to be employed *per year* given the construction of the Illiana is fewer than 1,000. These estimates are somewhat different than those completed in the ACG study. These figures do not reflect the possibility that these jobs may be redirected from another section of the region. However, even if they are *new* jobs, the Illiana's impact on the region would be very low. At a cost of \$1.3 billion, the project's net impact would mean that over the course of thirty years, each job it would produce would cost about \$1.4 million.

Another projection of the Illiana's impacts was produced by consulting firm Cambridge Systematics for IDOT in 2010 (http://www.dot.state.il.us/Illiana/finalreport.pdf). Based on a sketch-level design of the road, this report attempted to quantify how many jobs the project could create. The report did this by first quantifying travel and transportation cost benefits (pg. 4-3) and determined that these benefits would result in an average of 27 to 38 new jobs a year compared to the baseline in the Chicago region (pg. 4-6). The study also indicated that the development of land in the area around the expressway could result in the addition of 290 to 422 new jobs a year (pg. 4-12).

It should be noted that CMAP's estimates from a 2010 analysis of GO TO 2040's proposed major capital projects (http://www.cmap.illinois.gov/documents/20583/80fae979-3077-44ad-

9caa-1e1dc6224049, pg. 9) estimated that the Illiana would add an estimated 3,856 long-term jobs to the regional economy above the 2040 baseline. Based on CMAP's estimates, this would be a 0.07% increase over the baseline projected to occur without the construction of the Illiana. This estimate, however, was based on a more northerly alignment for the road than is now planned and a much higher budget, both of which would likely result in higher job growth estimates.



Illiana Corridor Study Intermodal Facility Assumptions

The purpose of this document is to present the 2040 traffic assumptions for the major intermodal facilities located in or near the Illiana Study Area.

BNSF Logistics Park Elwood

The current BNSF Logistics Park Elwood intermodal facility occupies approximately 11 million square feet and 2011 traffic counts at the entrances to the intermodal facility were 14, 900 vehicles per day (vpd). 2040 build out is assumed to be 14 million square feet. This results in approximately 19,000 vpd, of which 65% are trucks (12,000 trucks per day) in 2040.

UP Global IV Joliet

2040 build out for the UP Global IV Joliet intermodal facility is assumed to be 20 million square feet. Assuming similar trip generation ratios as the BNSF Logistics Park Elwood facility, then 2040 traffic is estimated at 27,000 vpd (17,000 trucks per day).

Ridgeport Logistics Center

Based on the Ridgeport Logistics Center traffic report and more recent development assumptions for commercial, intermodal, and warehousing, 12,000 trucks per day are assumed for 2040.

Crete Centerpoint

2040 build out for the Crete Centerpoint intermodal facility is assumed to be 6 million square feet. Assuming similar trip generation ratios as the BNSF Logistics Park Elwood facility, then 2040 traffic is estimated at 8,000 vpd (5,000 trucks per day).



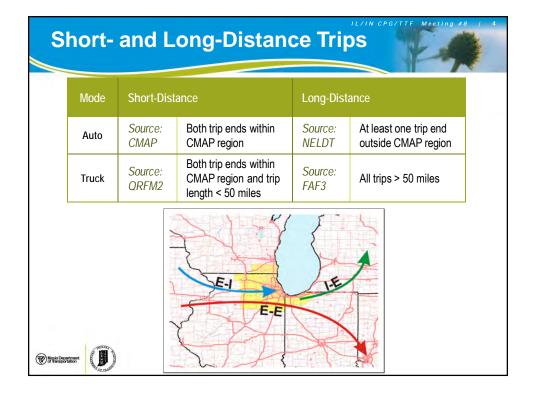
Planning Context & Modeling Requirements

- ILLIANA CORRIGORA
- Good regional modeling platform, with recent improvements and integration of CMAP and NIRPC modeling data and methods
- Rapidly growing area on southern edge of major metropolitan area
- Importance of trucks and intercity long distance travel in the corridor
- P3 planning context and need for toll traffic and revenue forecasts to support financial analysis

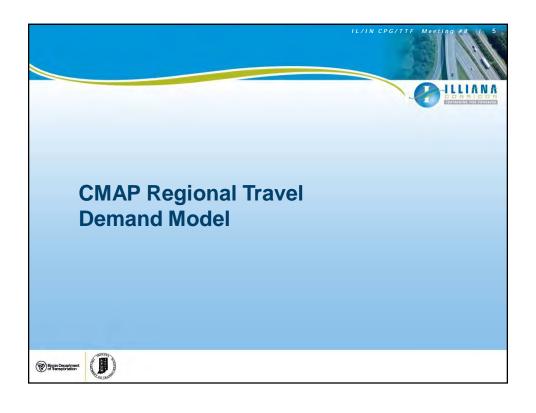
Illinois Department of Transportation

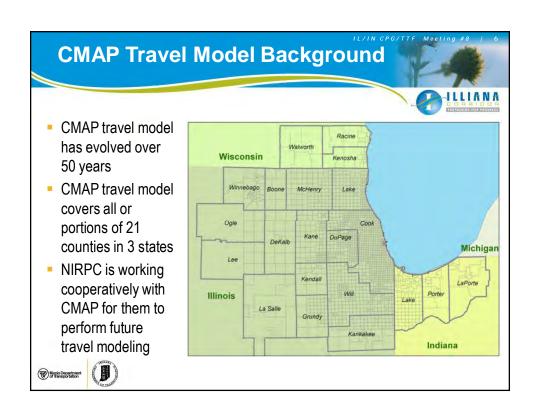


Illiana Travel Model Main Components - CMAP regional travel demand model - Short-distance truck model - National (long-distance) truck model - National (long –distance) auto model



S-773





CMAP Model Updates



- Trip Generation
 - Previous CMAP trip generation based on older data
 - Updated CMAP trip generation rates based on CMAP/NIRPC 2007-2008 Travel Tracker Survey and Census American Community Survey (ACS)
 - Revised pedestrian environment factors
 - Stratified home-based work trips by high and low income levels





CMAP Model Updates (cont.)

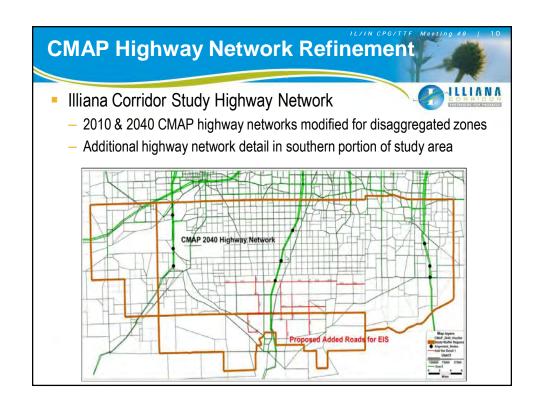


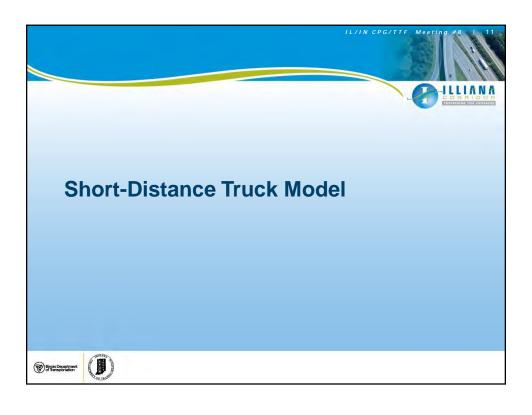
- Trip Distribution
 - Stratified home-based work by high and low income levels
- Mode Choice
 - Stratified home-based work by high and low income levels
 - Updated transit costs
 - Updated bus route density and driving distance to transit
 - Developed and implemented auto occupancy nest
- Trip Assignment
 - Updated time-of-day factors
 - Developed improved tolling procedures

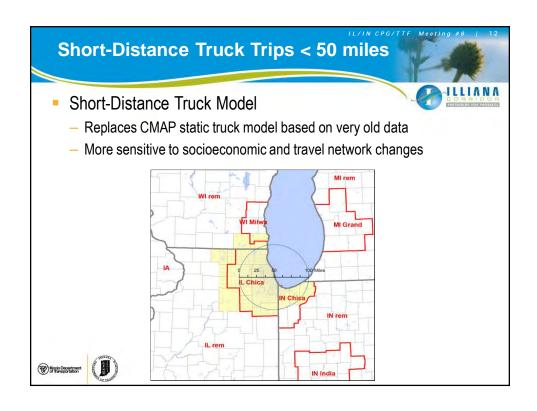




Illiana Corridor Study Zone System Using CMAP zone system as starting point Disaggregate zones in study area and buffer area Converting to rectilinear zones in Indiana portion of study area





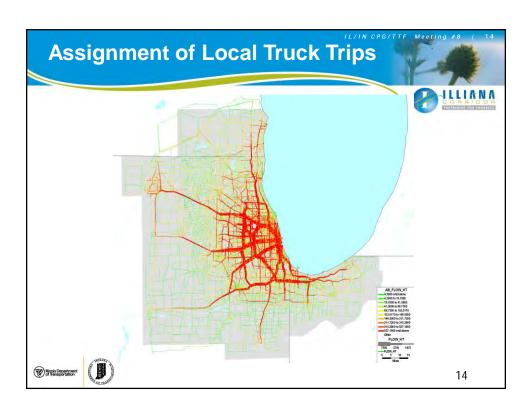


Short-Distance Truck Model Short-Distance Truck Model

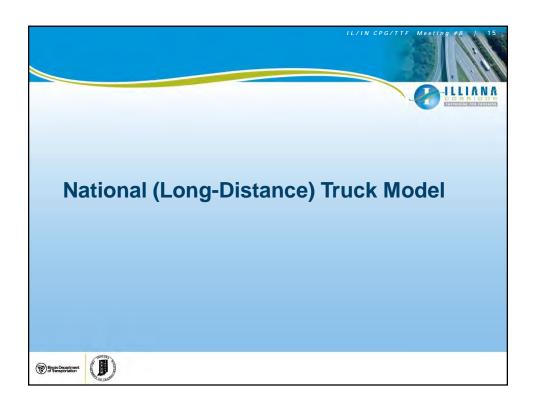
- Based on QRFM2 Methodology:
 - Trip generation: Employment by four employment types and households
 - Trip distribution: Gravity model using truck travel distance between zones
 - Assignment: Multi-class assignment with long-distance trucks and autos

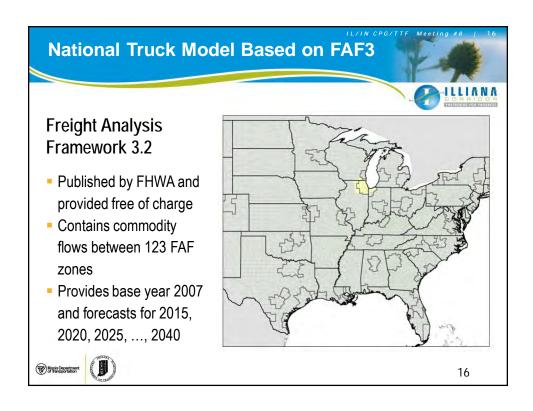


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S-778

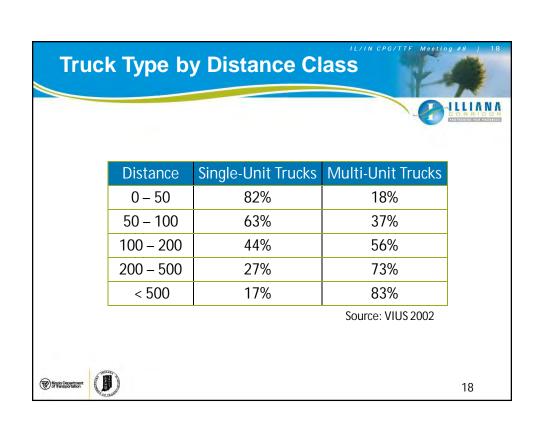




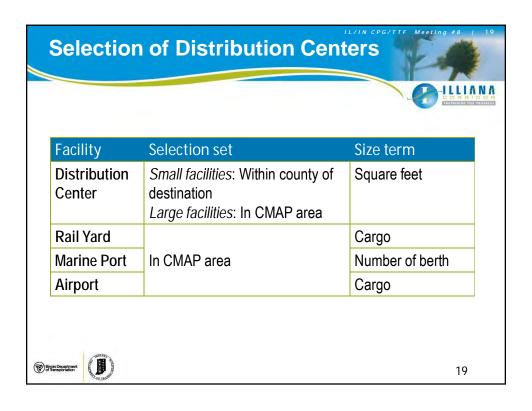
National Truck Model Approach

- To increase spatial resolution, FAF3 data are disaggregated from 123 FAF zones to 3,241 counties
- Within CMAP area, flows are further disaggregated to transportation zones
- Flows are converted from commodity flows in tons into truck trips

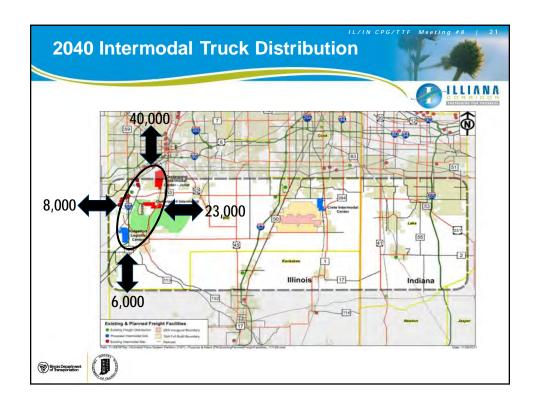




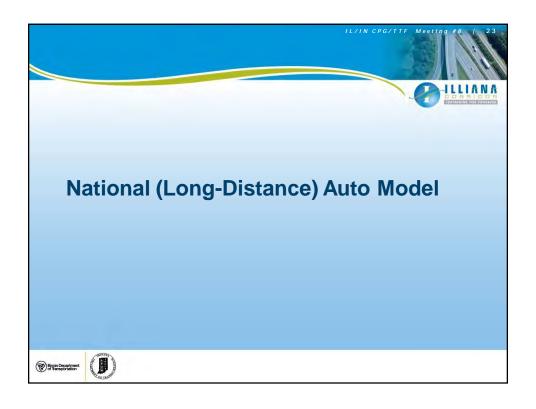
S-780

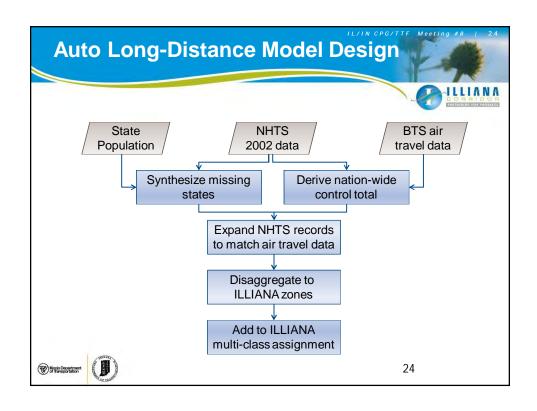


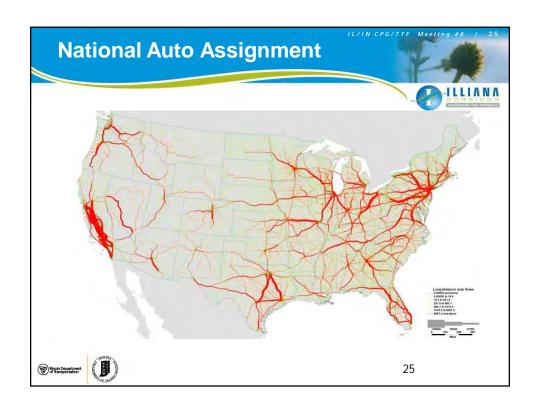


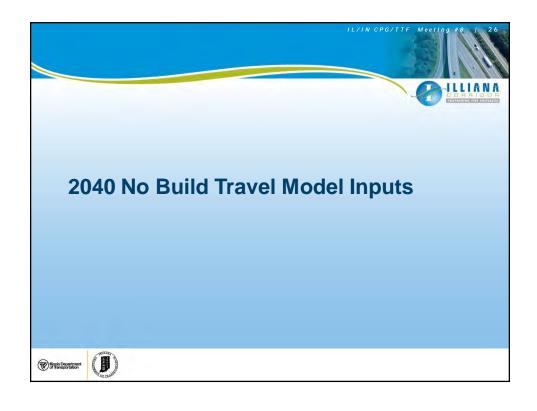


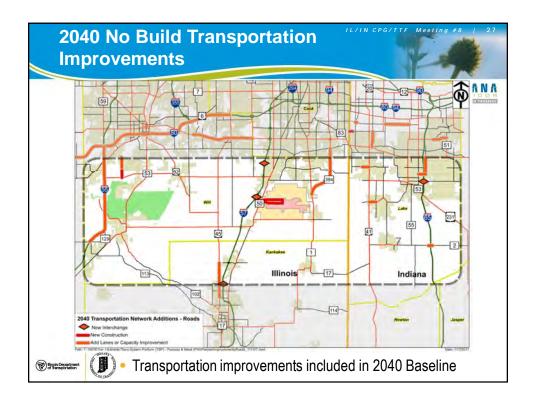










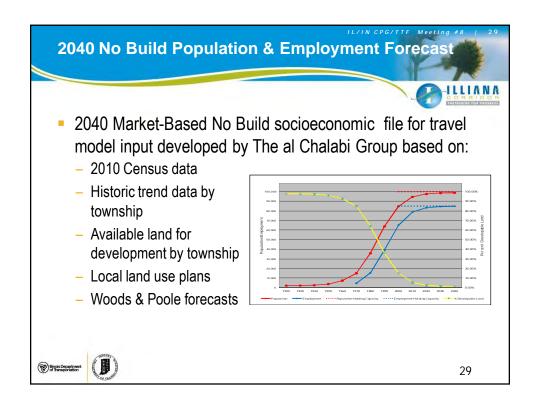


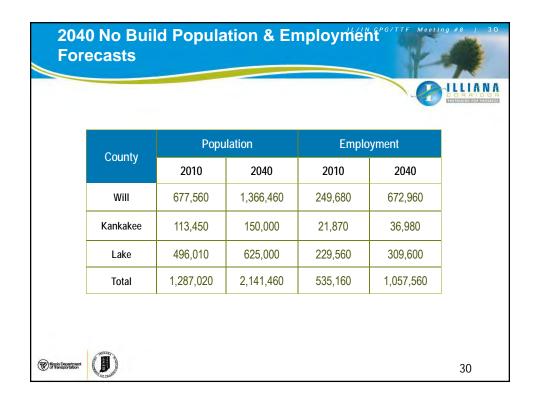
2040 No Build Population & Employment Forecast

- v-hased
- Illiana used a market-driven forecast, the MPOs have policy-based forecasts
- Regional totals for market-driven forecast are the same as MPO policy-based forecasts
- Both sets are economic (employment) driven and a step-down of national and midwestern forecasts
 - CMAP retained REAL joint venture of University of Illinois and Federal Reserve Bank, Chicago – for its economics forecast
 - Market-Driven forecasts are based on Woods & Poole (W&P)
 Economics, Inc.
- Jobs and workers are balanced



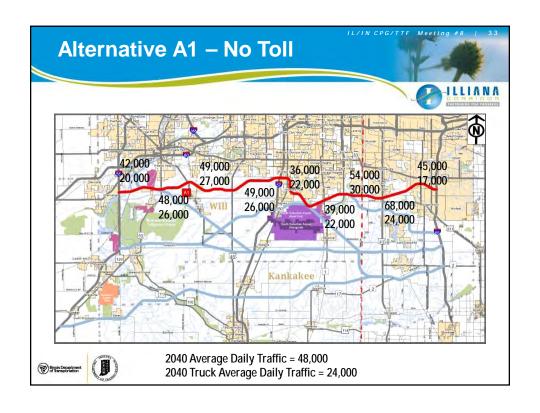


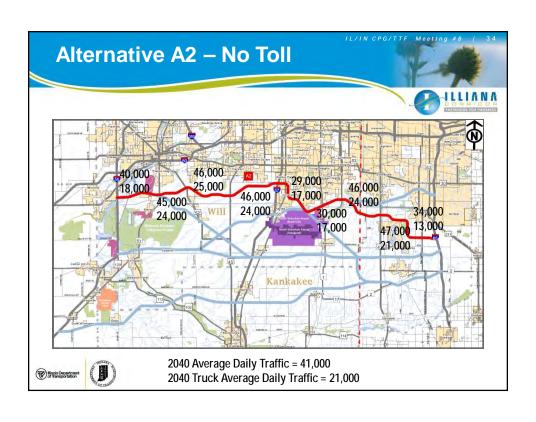


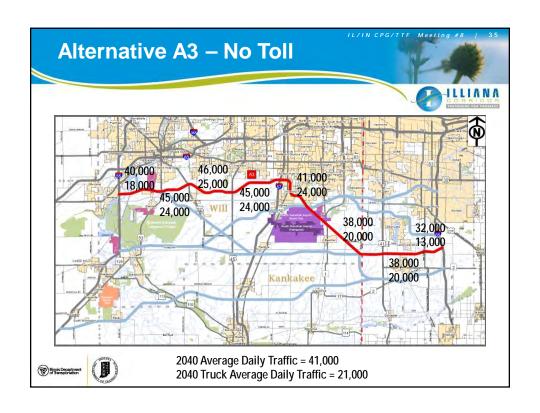


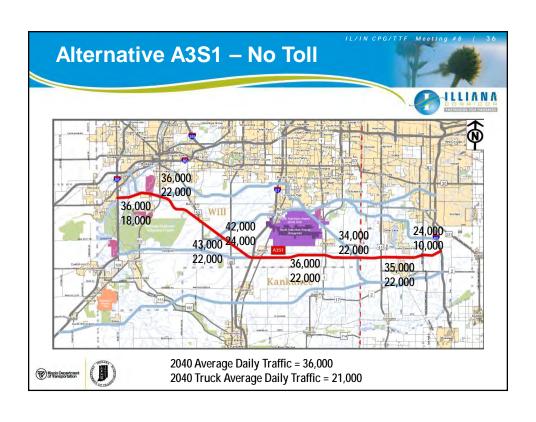


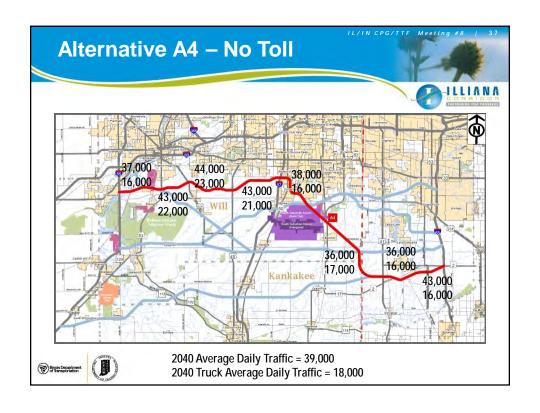
Using 2040 No Build highway network and 2040 No Build population & employment forecasts as inputs, the initial alternatives were coded and tested Initial limited access alternatives assumed interchanges at U.S. and State marked routes Evaluation measures (vehicle hours of travel, congested VMT, ADTs, truck hours of travel, etc.) corresponding to Purpose & Need points were prepared based on the travel model output.

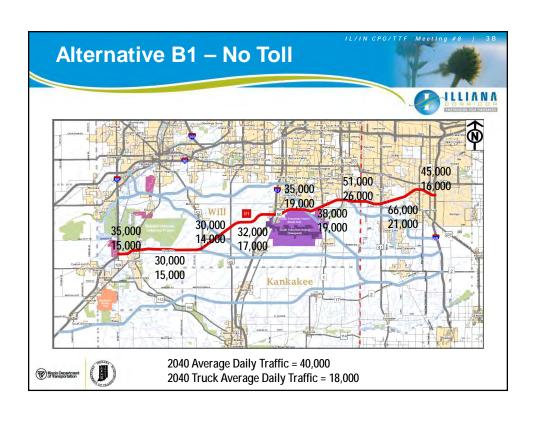


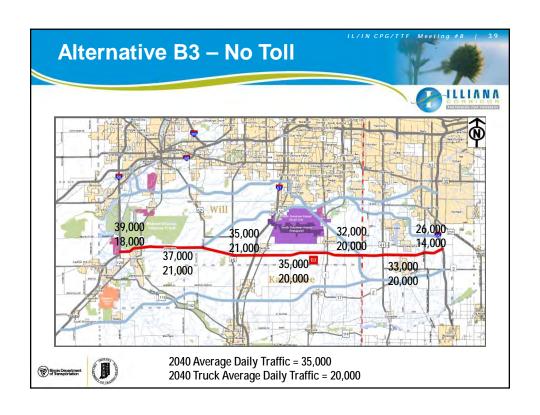


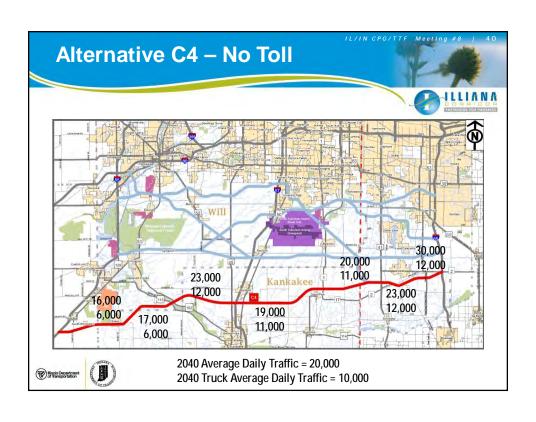


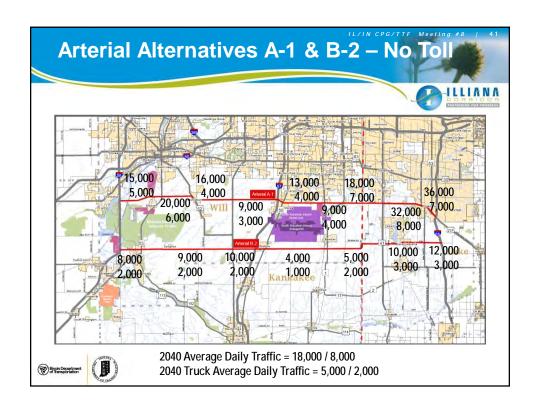




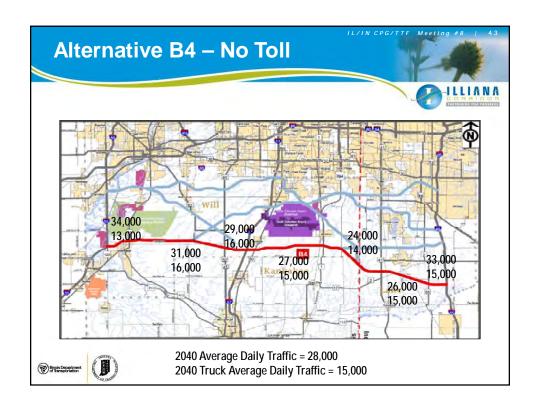


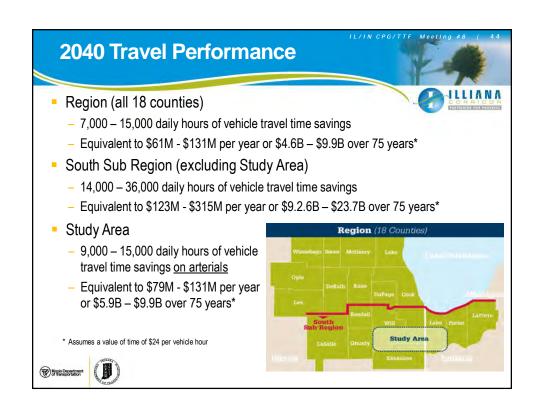






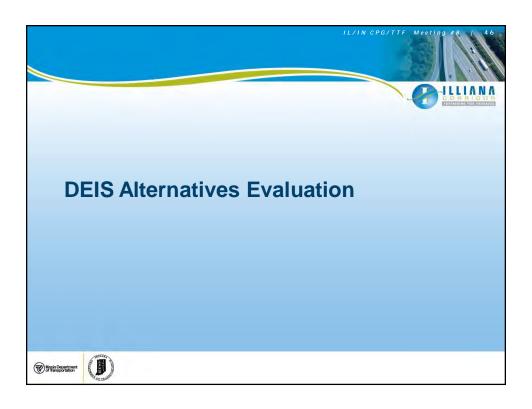


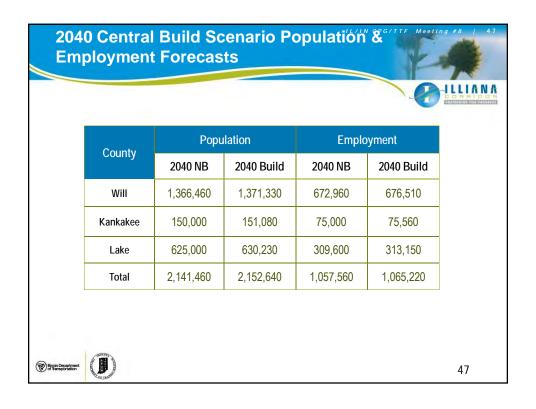


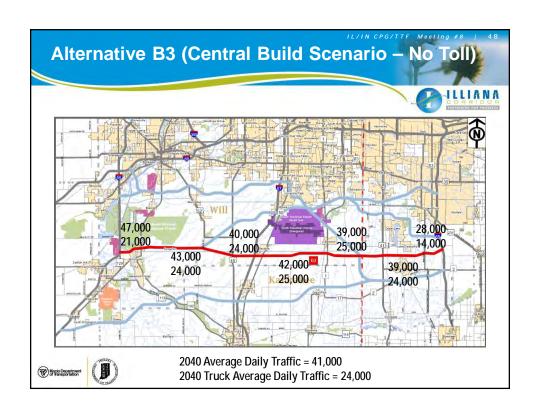


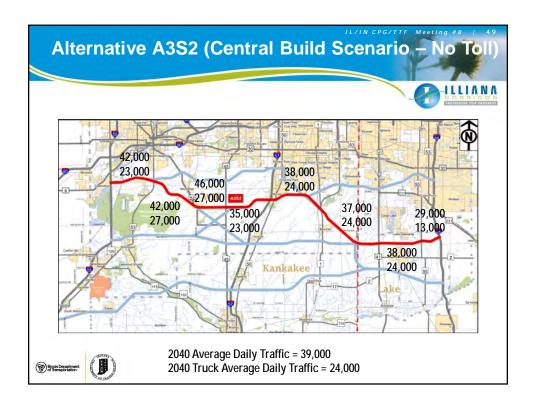
Study Area - 85,000 – 165,000 daily truck miles of travel time savings on arterials - Equivalent to savings of 1,250 to 2,400 times around the earth annually Job Accessibility - 17,000 to 30,000 more jobs are accessible from the Study Area

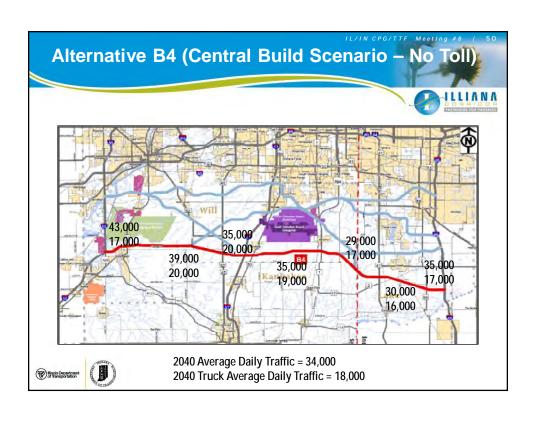


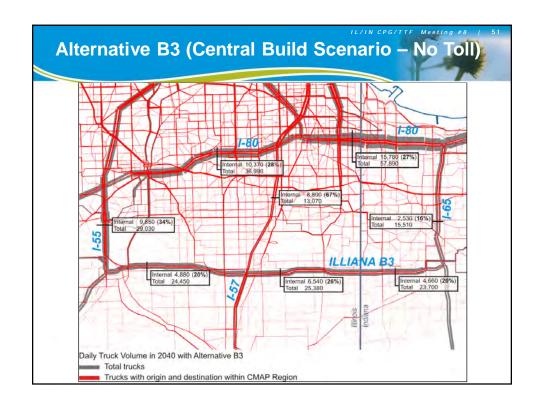


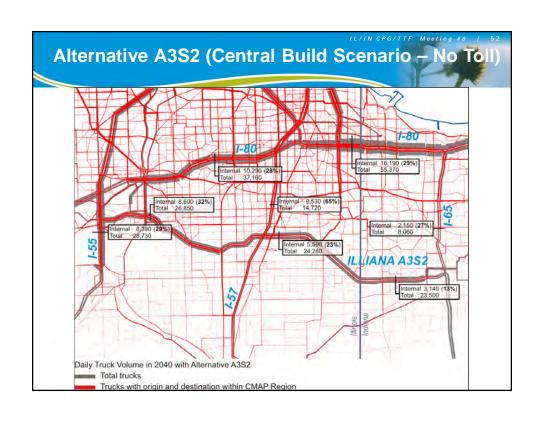


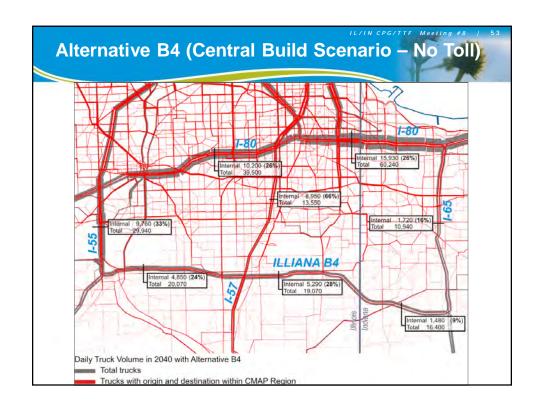


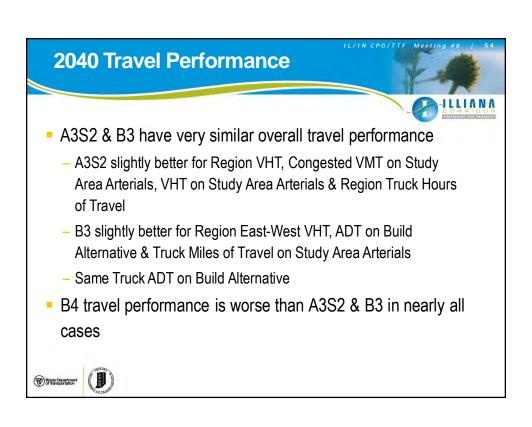






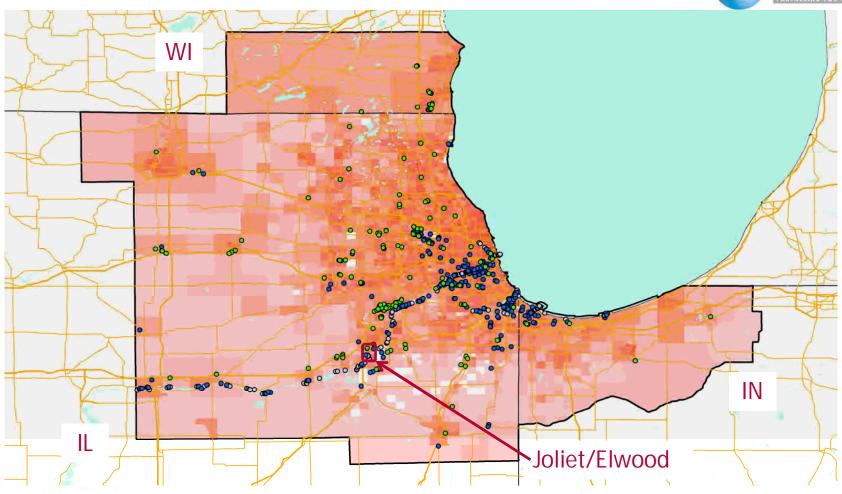






Multi-Unit Trucks from Joliet/Elwood









Dots represent intermodal facilities, warehouses/distribution centers and port facilities.

Darker red colors represent higher density destinations



OFFICE OF THE PRESIDENT BOARD OF COMMISSIONERS OF COOK COUNTY

118 NORTH CLARK STREET CHICAGO, ILLINOIS 60602 (312) 603-6400 TDD (312) 603-5255

TONI PRECKWINKLE PRESIDENT

August 27, 2013

The Honorable Patrick Quinn Governor James R. Thompson Center 100 W. Randolph, 16-100 Chicago, IL 60601

Dear Governor Quinn:

I am writing to voice my objection to adding the Illiana Expressway as a fiscally constrained major capital project in the GO TO 2040 Plan. I strongly believe the Illinois Department of Transportation's (IDOT) \$1.25 billion proposed construction costs are low compared to other recently built highways in Chicago and the U.S. Further, the Illiana proposal excludes the \$1.5 billion cost of building 33 additional and essential lane miles on Interstates 80 and 55, and does not quantify the required level of public subsidy. In addition, it is unclear how these costs will impact major capital projects and other transportation needs that were originally included on the fiscally constrained list in GO TO 2040 through a robust regional process. These facts suggest that it would be premature to make a decision about the Illiana at the present time.

My concerns also extend to the Illiana's consistency with the GO TO 2040 Plan and whether it promotes optimal and sustainable economic growth. IDOT's 2040 demographic and employment forecasts run contrary to the 2040 consensus vision in that they reassign population and jobs to less densely populated areas of the region. IDOT's scenario disproportionately affects Cook County by reallocating almost 465,000 future residents and 6,800 future jobs to non-urbanized areas.

While Cook pays the highest price of the seven counties in these forecasts, neither the region nor Illinois is spared negative impact. Per IDOT, the Illiana produces a net loss of 8,000 jobs in the Chicago metropolitan region with six of the seven counties experiencing employment declines, and a loss of 10,000 jobs for Illinois. Since the Illiana is designed to serve freight movements, the employment analysis is particularly troubling for Cook County—the locus for the majority of the region's existing freight rail and trucking facilities. The momentum and resources built in the last 10 years to support the freight industry in Chicago and Cook County could be jeopardized by





construction of the Illiana, which may induce the construction of new freight facilities at the edge of the Chicago metropolitan area and beyond.

The proposed Illiana Expressway will, at best, only address a very small part of the region's freight congestion. Cook County's Department of Transportation and Highways is proceeding with a long range transportation plan and an analysis to identify and prioritize freight pinch points and possible solutions. Those studies will yield a more comprehensive range of projects to address freight congestion and promote development. Thus, I urge deferring any decision on the Illiana as we continue to better understand the region's evolving needs.

Sincerely,

Toni Preckwinkle

President

cc: Randy Blankenhorn, Executive Director, Chicago Metropolitan Agency for Planning Ann Schneider, Secretary, Illinois Department of Transportation

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September 9, 2013

Honorable Toni Preckwinkle President Cook County Board of Commissioners 118 North Clark Street Chicago, IL 60602

Dear President Preckwinkle:

Thank you for your August 27, 2013 letter regarding the Illiana Corridor project. The Illinois Department of Transportation (IDOT) is responding on behalf of Governor Pat Quinn. I would like to take this opportunity to address your concerns about the Illiana project and the conclusions that have been drawn by Chicago Metropolitan Agency for Planning (CMAP) staff. For reference, I have also attached IDOT's full response to the July 30, 2013 CMAP staff memorandum and a project newsletter as additional references.

Illiana Construction Cost

CMAP's conclusion that the Illiana cost is low is incorrect and based upon a cursory review. IDOT's Illiana cost estimate is based upon detailed engineering studies and recent construction prices in the region, and has undergone a formal review by the Federal Highway Administration (FHWA). This formally reviewed cost estimate is close to the cost included in the Tier One Environmental Impact Statement. The cost estimating approach taken for the Illiana project is the same process used by your staff when developing projects on Cook County highway system. In contrast, CMAP utilized a simplistic "per mile" cost estimating approach that lacks any project specific context, and does not meet professional industry standards for detailed engineering cost estimating.

Widening I-80 and I-55

CMAP's statement that the I-55 and I-80 costs represent a \$1.5 billion addition to the Illiana project cost is incorrect. In the context of the Illiana Corridor project, the widening of I-80 and I-55 is assumed to be in place by the year 2040 regardless of whether or not the Illiana Corridor project is built. These are existing facilities that are nearing the end of their design life, and during the development of the GOTO 2040 Plan, CMAP staff indicated that these improvements would be addressed by the system maintenance portion of the GOTO 2040 Plan. However, as part of the Illiana discussion, CMAP has taken a different position, which we do not support.

Honorable Toni Preckwinkle September 9, 2013 Page 2

When viewed as system maintenance projects, the incremental cost of adding a lane in each direction on I-80 is expected to be \$102 million, and \$68 million for I-55. IDOT also recently programmed over \$60 million in a series of I-80 bridge replacements to address the most deficient bridges in the corridor. We expect these corridor improvements to continue to be implemented in multiple stages over the next 30 years to address the already deteriorating infrastructure conditions.

Impact of Illiana on other Major Capital Projects

The addition of the Illiana project to the fiscally constrained list of major capital projects will not impact other projects on that list. The Illiana Corridor project will be a toll road, and based upon our most recent financial analysis, the project will pay for itself by 2053. Even without considering toll revenue from the Illiana Corridor project, we will be able to cover \$950 million required for the Illinois share of project by adjusting the costs of other IDOT projects in the GOTO 2040 Plan, as described below:

- I-55 Managed Lanes. This project was advertised in 2010 for consultant services to provide a managed lane on I-55 at an estimated construction cost of \$400 million. However, the GOTO 2040 Plan initially identified a construction cost at \$1.6 billion and assumed complete reconstruction. However, IDOT knows that converting the existing inside shoulders, which were previously widened in the 1990s as part of the reconstruction/ rehabilitation of I-55, would cost substantially less. Since a full reconstruction is not needed, the \$1.6 billion estimate is no longer accurate. Furthermore, the initial \$1.6 billion estimate was reduced to \$1.32 billion during the March 2013 amendment to the GOTO 2040 Plan to include the Circle Interchange project in the list of fiscally constrained capital projects even though this project is primarily maintenance of an existing interchange. During the CMAP Board and Metropolitan Planning Organization Policy Committee meetings amending the GOTO 2040 Plan. CMAP acknowledged that the GOTO 2040 plan did not include a comprehensive Interstate plan identifying the region's Interstate transportation needs. As such, CMAP was not aware of the previous I-55 reconstruction/rehabilitation project. Consequently, complete reconstruction of I-55 is not warranted and the estimated cost of the I-55 managed lanes project is only \$400 million, a savings of over \$900 million.
- I-57/I-294 Interchange. The cost of the I-57/I-294 Interchange was revised from \$580 million to \$550 Million, due to actual bids coming in lower than estimated. This is one of the benefits of constructing these major projects now since prices are competitive and bids are coming in lower than expected. Additionally, the first phase of this project is almost \$130 million under previous estimates due to the current competitive bidding environment.

With all of these cost adjustments totaling \$950 million, there is more than enough room to add the Illiana into the fiscally constrained portion of the GOTO 2040 plan without needing to remove any other project. One other important fact is that because the Illiana will be a toll road there will be toll revenues that will offset the cost of the Illiana Corridor project over time. Under the FHWA

Honorable Toni Preckwinkle September 9, 2013 Page 3

guidance, a new toll or other user fee facility that is supported by the Governor, legislature, and/or other appropriate local/regional decision-makers, is considered funding that can be reasonably expected to be available to a region for a particular project. The GOTO 2040 Plan does not include the Public Private Partnership funding that will be available for the Illiana project as part of the overall funding that can be reasonably expected to be available to the region. We believe that is problematic since we know there will be fees generated by the tolls.

2040 Demographic and Employment Forecasts

IDOT is using a "market based" forecast methodology to satisfy federal requirements for project level planning. These federal requirements involve a more rigorous evaluation of land use and transportation relationships to identify direct and indirect impacts. The key issue is that regardless of whether the project is constructed, our forecasts show approximately 500,000 more jobs in Cook County as compared to CMAP's forecasts. Some of the difference is based upon IDOT's use of a data source that more fully captures the current workforce (i.e., Woods and Poole, Bureau of Economic Analysis statistics); the remainder of the difference is due to the fact market trends will encourage more job growth in Cook County than the CMAP policies would assume. With respect to population, the Illiana forecast more carefully considers the effects of developing vacant land parcels within urban areas and more realistically addresses growth due to redevelopment.

Impact of Cook County Freight Industry

The Illiana Corridor project will improve mobility and reduce congestion in the south Cook County area and its key freight facilities located there, by serving the longer distance trips that previously used the I-80 corridor (60 percent of the truck travel captured by the Illiana are through trips). The south portion of the region that encompasses the I-80 corridor is expected to see \$1.0 million in daily travel time savings, and 2.8 million truck vehicle hours of travel saved annually in 2040 by building the Illiana Corridor project. More regionally, when compared to other new facility type projects in the GOTO 2040 Plan, the Illiana is second only to the IL 53 Extension in terms of job creation and increased Gross Regional Product.

In addition to the Illiana Corridor project, IDOT is actively addressing mobility, congestion, and safety concerns in the region. Over the past five years, IDOT has invested approximately \$2.2 billion in preconstruction and construction activities for highway improvements in Cook County. This includes several projects that support the residents and businesses in Cook County, including planned improvements to the I-190, I-55 and I-290 corridors, and the implementation of the Circle Interchange project. The Circle Interchange project is the nation's number one traffic bottleneck when it comes to freight transportation with 33,000 trucks driving through it every day, and will be the most significant freight mobility project constructed to date in Cook County. IDOT expects traffic delays to be reduced by 50 percent when completed, which will be a tremendous benefit. Through Governor Quinn's *Illinois Jobs Now!* Capital program, IDOT is providing significant funding for important transit investments in Cook County, including the CTA Red Line project, Metra rail cars, Pace bus and paratransit service, and other capital needs.

Honorable Toni Preckwinkle September 9, 2013 Page 4

In conclusion, I would greatly appreciate your support for the Illiana Corridor project. The Illiana Corridor project will benefit the entire region and is a project that will pay for itself. The Illiana project will create 9,000 construction-related jobs, and 28,000 long-term jobs, and improve infrastructure to support the region's economy that is so dependent on transportation. I ask that you support the inclusion of the project.

Sincerely,

Ann L. Schneider

ann J. Thuride

Secretary

Attachments



A close look at the Illiana Facts

Why Build The Illiana Corridor?



Illinois and Indiana have long served as the crossroads of American transportation and commerce. The ability to move freight through this area has been the cornerstone of the region's economy even before the railroads linked up to be a transcontinental service. Investing in this region and con-

structing the Illiana is key to building the future.

As the region grows and the demand for freight increases, the need to modernize our infrastructure by strengthening the region's global connections, linking it to international markets is a priority, keeping farms and businesses by improving the regional networks and functional connectivity is a necessity; improving economic opportunities by providing a broader range of jobs is essential in order to move the

(continued on page 4)

Daniel Burnham and Edward Bennett's 1909 Plan of Chicago recommends that "At the earliest possible date measures should be taken for beginning what may be termed the outer encircling highway."





What are the **Benefits** of the Illiana Corridor?

Job Creation

- Over 9,000 short-term jobs, and 28,000 long-term jobs.
- >> Freight and manufacturing are driving the Chicago region's economy. Core freight and manufacturing industries account for 10% of the region's employment and is responsible for 20% of the jobs created in the last two years. The construction of the Illiana will balance two key freight and manufacturing locations I-55/I-80 and southeast Cook County providing additional economic activity, additional job opportunities in freight and manufacturing.

Economic Opportunity

- \$1.4 billion in construction related short-term opportunities; \$4 billion in long-term economic opportunities.
- \$50 million in the short-term, and \$270 million in the long-term of increased tax revenue.
- » CMAP estimates that the Illiana Corridor project would increase the Gross Regional Product (GRP) by \$425,000,000. This represents the secondhighest GRP increase out of all projects currently included in the GO TO 2040 Plan. This shows that the Illiana is a significant driver for economic growth in the region.

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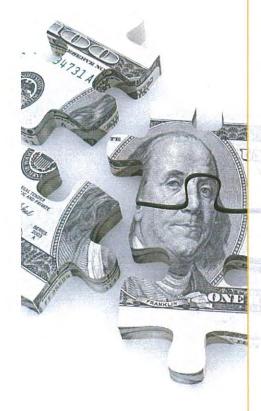




Why should the Illiana Corridor be in the fiscally constrained plan?

Because:

- > CMAP's analysis is consistent with IDOT's analysis that shows that the Illiana Corridor would not have a significant impact upon the urbanization of the region.
- > Both IDOT's and CMAP's analysis show this would be a strong trucking corridor.
- > It will support economic growth for the local communities and be a backbone for land and spatial development.
- Communities participated and reviewed the population and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth. In response IDOT provided a \$500,000 grant to Will County to facilitate updates to local plans.
- > If Illiana Corridor project is not included in the GO TO 2040 plan, the \$40 million investment in planning will be lost, the Tier II EIS can not be completed, and IDOT will not be able to continue the process of soliciting potential concessionaire teams for Public Private Partnership (P3).
- > IDOT does not need to remove any projects within the GO TO 2040 plan to implement the Illiana Corridor.
- > The Illiana Corridor project is strongly supported by stakeholders across the study area. Of the Corridor Planning Group representatives that submitted written statements during Tier One, 59% were in support of a Build Alternative, with 90% indicating a preference for the B3 Corridor.
- This project is complimentary to CMAP's emphasis on using a Public Private Partnerships (P3) model as an innovative project delivery tool. From GO TO 2040 "CMAP also stresses the importance of other innovative financing mechanisms in the full financial plan, and many of these sources will be recommended as part of the transportation finance recommendation in GO TO 2040. While these sources are not included as "reasonably expected" in the fiscally constrained plan, it is still vital for the region to advocate for these sources in order to maintain, enhance, and expand the transportation system. These other potential sources include Public Private Partnerships..."
- > The project will generate sufficient toll revenue over the period to 2053 to repay the initial cost of the project AND the operation and maintenance costs of the facility for the term of the agreement.





Project Costs -

THE FINANCIAL PICTURE: what is in it and how it works

Costs presented to the CMAP Transportation Committee on June 7, 2013 was for \$1.25 billion, of which \$950 million would be the Illinois share. According to the Tier One Record of Decision, this estimate includes costs for construction, utility relocations, right of way, mitigation, and engineering. The Department proposes the following plan amendment to ensure that no projects be removed from the GO TO 2040 plan.

Illiana Expressway Proposed Plan Amendment

ILLIANA EXPRESSWAY

+\$0.950 billion

I-55 MANAGED LANES (Weber Rd. to I-90/94)

- \$0.920 billion

Revise cost from \$1.320 billion to \$0.400 billion.

Justification for reduction:

Scope reduced from complete reconstruction to 3R.

I-294/I-57 INTERCHANGE

- \$0.030 billion

Revise cost from \$0.580 billion to \$0.550 billion.

Justification for reduction:

Bids coming in lower that estimated. Please note IDOT reduced estimate in MYP to \$60 million from \$110 million – further reduction possible.

If the Illiana is NOT CONSTRUCTED

- The costs required to maintain the existing road network that will deteriorate faster as a result of traffic will be \$727 million (YOE). This is over a 50 year period and it does not include any capacity improvements.
- The systemwide congestions that Illiana is designed to address will not be done resulting in countless intersections needing to be improved and numerous arterials will need to be widened to achieve the same reduction in congestion that the Illiana will provide. It is important to note that majority of these roads are municipal and county roads that are not under IDOT jurisdiction. This will have a great impact on county and municipal transportation budgets.
- The Tier One study team evaluated widening arterial roads as an alternative
 to the Illiana. The arterial with the least impact and reasonable alternative
 was widening Wilmington-Peotone Road. This alternative will reduce system
 wide congestion by 1,000 daily VHT, this is only a fraction of the 14,100 (7%)
 daily VHT that Illiana would carry. In addition this improvement is estimated
 to cost up to \$645M (2013), which is about half the cost of the Illiana.
- In addition, the team evaluated the impacts of various Illiana retention rates under tolled scenarios. With a 25% retention rate, the Illiana project per forms much better than the widening of Wilmington-Peotone Road.

- It is important to note that IDOT's no-build scenario widens every road we
 can reasonably assume to be in place by the year 2040 (I-80 widening,
 I-55 widening, US 30 add lanes, IL 394 and US 45 add lanes) and
 congestion still remains. The Illiana Corridor is needed whether or not
 IDOT's no-build scenario widens every road.
- If the projects in the no-build scenario are not completed, the Illiana will be
 of greater demand, and be more valuable for not only IDOT's investment,
 but also for Will and South Cook Counties that are experiencing the impacts
 of a growing economy and demand of freight logistics and distribution.

Operating and Maintenance - The FACTS:

- The estimated cost for Illiana is \$1.25B Total. This includes engineering, land acquisition and construction. Illinois' portion is estimated to be 75% or \$950M.
- The operating and maintenance (0&M) costs for the Illiana Corridor over a 50 year period are approximately \$870 million.
- The Illiana Corridor is proposed as a Public Private Partnership (P3), which will reduce the overall public contribution required and offset project costs to the private sector.



4 | www.IllianaCorridor.org

Benefits of the Illiana Corridor

(continued from page 1)

- It will provide a continuous high speed freight corridor between Illinois and Indiana.
- It supports the projected growth in population and employment expected to double by 2040.
- The value of travel time savings in the region is \$5B over a typical 75 year life.
- It will improve access to the proposed South Suburban Airport.
- It will improve accessibility to one of the largest intermodal freight areas in America projected to increase by 47,000 truck trips by 2040.

Safety

- It will serve as a bypass for trucks around the congested metropolitan area highways.
- It will reduce the strain of truck traffic on local roads, improving safety, cutting commuting times, and reducing congestion.
- It reduces vehicle miles of travel on arterial roads in study area by 26 million miles annually.
- It will improve safety by shifting longer distance traffic off local roads resulting in lower crash rates.

Efficiency

- The use of a Public Private Partnership (P3s) will reduce costs, and expedite implementation.
- The toll road proposed will enable the project to use user fees to support the construction development and operation of the Illiana.

Environmental

- The project is designed to reduce the number of miles traveled, hours of emissions, and fuel wasted due to cars and trucks caught in congestion and traffic.
- The project is very sustainable and the use of storm water best management practices, wild life crossings, and other environmentally sensitive practices is a priority.

Why Build the Illiana Corridor (continued from page 1)

economy in the right direction. If transportation systems are not updated, future generations will pay the price for poor connectivity high freight costs, congestion resulting in increased travel times and poor economic activity which will result in a loss of jobs for the region.



INVESTING in the Illiana is vital for the future growth of our region as it will improve the network needed and infrastructure needed for an efficient distribution of goods and services across the region, state, nation and the world. It will create an invaluable regional asset for the Midwest promot-

ing and supporting the business environment, workforce, global economy, quality of life all of which are the main factors needed to strengthen surrounding communities and drive prosperity.



Illiana will support one of the largest container ports in the U.S., including two existing and two planned intermodal facilities and over 150 distribution facilities in the region.





100 N. Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

IDOT COMMENTS ON JULY 30, 2013 CMAP STAFF EVALUATION MEMORANDUM OF THE ILLIANA CORRIDOR TO THE TRANSPORTATION COMMITTEE August 19, 2013

The Illiana project is consistent with the major themes of GO TO 2040, particularly in addressing Regional Mobility. The Illiana Corridor will provide a vitally needed east-west link that improves travel locally, regionally, and even nationally by providing an alternative for trucks passing through the region and for interstate truck and auto traffic on I-80. It will allow for more efficient freight movement through the region by improving access to one of the largest existing intermodal freight areas in the U.S. The Illiana project is consistent with CMAP's User Pays goal as it is proposed as a tolled facility, and the use of innovative financing in the form of a public-private partnership (P3) to leverage private investment. The Illiana project team has also worked with Will County and the affected communities to integrate the Illiana project into their local plans to ensure consistency with the Livable Communities theme. The Illiana project will create jobs and economic development supporting CMAP's Human Capital theme. In addition, IDOT is conducting an inclusive, transparent process to develop the Illiana Corridor Environmental Impact Statement (EIS), which is consistent with the Efficient Governance theme.

IDOT has reviewed CMAP's July 30, 2013 staff evaluation of the proposed amendment to the GO TO 2040 Plan to include the Illiana Corridor project. Overall, the key CMAP evaluation findings were similar to the Illiana Corridor Study findings. Both CMAP and IDOT show that building the Illiana will result in a small increase in the urbanization of the region. Both CMAP and IDOT show similar improvements in travel performance, and demonstrate that the project will serve as a strong trucking corridor. As noted below, IDOT believes that the Illiana project is viable from a financial perspective and that the environment and local planning has been comprehensively addressed in the tiered EIS process.

Our comments on the memorandum are presented below.

1. Project Status: The planning work (i.e., EIS) for the Illiana Corridor project was included in the fiscally constrained portion of the GO TO 2040 Plan, and set the stage for initiating studies in the Spring of 2011. The Illiana planning process has been a great success thus far, with completion of the first portion of the EIS process (Tier One) through a partnership with stakeholders across a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals.

CMAP staff has participated in the process from the very beginning, with extensive data sharing, one on one meetings, and as a member of the Illiana Corridor Planning Group. However, CMAP's staff evaluation only briefly acknowledges Tier One and the ongoing Tier Two efforts. Instead, CMAP has created a new process for evaluating the





Illiana project that marginalizes the NEPA process. The level of information being furnished by IDOT in support of this Plan amendment request is well beyond the level of technical detail and stakeholder outreach undertaken for any project considered in the development of the GO TO 2040 Plan. A \$40 Million investment in the planning for the project will be lost, and the process for soliciting potential concessionaire teams for a Public Private Partnership will be halted if the project is not in the fiscally constrained plan. Therefore, IDOT is requesting a Plan amendment at the October 9, 2013 MPO Policy Committee meeting to keep this regionally significant project moving forward.

2. Project Cost: We believe that the comparison of the Illiana project to the I-355 south extension and IL-53 north extension projects is inappropriate, as the I-355 and IL-53 extension projects include urban design elements, while the Illiana project is a rural design. The I-355 and IL-53 extension parametric unit prices must consider adjustments for urban elements not included in the Illiana project, such as wider travel lanes, concrete median barrier, multi-lane urban crossroad/overpass bridge construction, urban interchange signalization, a higher number of retaining walls and noise barriers, wider median shoulders, closed drainage systems, and cash collection systems, among other elements.

CMAP's observation that "IDOT's estimate of the project cost is low relative to other comparable projects" is not warranted, given the justification above, as well as considering the additional construction cost information that IDOT provided to CMAP staff on I-69 in Indiana and US-67 in Illinois. Based on actual bid prices, the cost per lane mile for Section 3 of I-69 was \$2.1 million per lane-mile as compared to \$5.9 million per lane-mile for the Illiana project. The geographic difference between the I-69 area and the Will County/Lake County are unit prices is approximately 25-30% higher based on IDOT and INDOT cost data from recent projects. Also, IDOT's US-67 project in Morgan County was let in June 2011 and had a cost of \$1.5 million per lane-mile for a new 6.5-mile four-lane expressway facility. Furthermore, IDOT's Illiana cost estimate is based on a detailed item quantity take-off based on the preliminary roadway profile and cross sections. Unit prices were developed from historical unit prices in Indiana and Illinois. This is consistent with the "rigorous" approach that should be used to estimate construction costs for major capital projects.

Since the Illiana Corridor project has an estimated total cost of \$500 million or more and will receive Federal financial assistance, it is considered a Major Project under FHWA guidelines and must undergo a Cost Estimate Review by the FHWA. IDOT, INDOT, and FHWA will be jointly participating in the Cost Estimate Review from August 27-30, 2013. During this review, FHWA will examine the project in great detail and approve a final cost estimate for the project under a traditional design-bid-build scenario. The final cost estimate will be made publicly available and provide further documentation of the thorough process that has been undertaken to determine the estimated project cost.

In addition, one of the greatest benefits of a P3 approach for delivering a major capital project, such as Illiana, is cost savings. Potential concessionaires have incentives to expedite completion, which typically lowers costs, to seek innovative methods for

managing, designing, selecting materials, and constructing the projects to improve efficiencies and lower costs.

3. CMAP GO TO 2040 Fiscal Constraint: As part of the GO TO 2040 Plan, CMAP developed a transportation financial plan which details the amount of funding that is reasonably expected to be available for all transportation investments from 2010-2040. CMAP determined that \$10.5 billion will be available for major capital projects that are considered a high priority to meet regional transportation needs. Projects determined to meet this criteria are considered "fiscally constrained". There are also many other important regional projects, including the Illiana Corridor project, that are listed as "fiscally unconstrained", due to the need for further planning and cost estimates. CMAP indicates that these projects may be reconsidered for inclusion in the fiscally constrained part of the plan as more detailed planning studies are available, and the project is proven to be financially viable.

During several CMAP committee meetings in August 2013, CMAP staff alluded to the possibility that if the Illiana Corridor project is added into the fiscally constrained portion of the GO TO 2040 Plan, they may remove other projects to stay within the \$10.5 billion they have currently allocated for major capital projects. IDOT does not agree that this will be necessary. As part of the plan amendment process, IDOT will demonstrate how the Illiana can be added to the GO TO 2040 Plan without removing any of the other fiscally constrained projects.

4. Other Highway Expansion Costs: CMAP's staff evaluation noted that the I-55 and I-80 Add Lanes projects included in IDOT's "No-Build Scenario" were not included in the fiscally constrained portion of GO TO 2040, and estimated the total cost of the two projects would be \$1.5 billion based upon a very cursory analysis. These projects are very important for the region, and assumed to be in place by the year 2040 regardless of whether or not the Illiana Corridor project is implemented. I-55 and I-80 are existing corridors that were constructed decades ago, and will require complete replacement, which would be largely covered in the system maintenance portion of the GO TO 2040 Plan. Using recent contract pricing for the I-55 widening from Weber Road to I-80, the incremental cost of adding a lane in each direction is expected to be \$102 million for I-80 and \$68 million for I-55 (in 2013 \$), and financial plans will be submitted as the NEPA process is advanced for these two corridors. We will continue to coordinate the ongoing I-80 study with CMAP and other stakeholders, and work to ensure that these projects are addressed in the 2014 quadrennial update of the regional plan.

As part of maintaining the existing interstate system, improvements to these corridors are needed prior to the year 2040. For example, although the I-80 from Ridge Road to US Route 30 project is not in GO TO 2040, IDOT recently requested and CMAP approved into the TIP over \$60M in a series of I-80 bridge replacements to address the most deficient bridges in the corridor (TIP 09-12-0036). We expect these corridor improvements to continue to be implemented in multiple stages over the next 30 years to address the already deteriorating infrastructure conditions.

- 5. Financing and Public-Private Partnership: IDOT and INDOT have initiated a procurement process for a P3 for the Illiana project. A Request for Information (RFI) Regarding an Innovative Project Delivery Approach for the Illiana Corridor Project was released by IDOT and INDOT on May 29, 2013. The RFI provided an opportunity to receive industry feedback prior to and at the Illiana P3 Industry Forum and associated one-on-one meetings with industry participants on June 24 and 25, 2013. As mentioned in the CMAP staff evaluation, a Request for Qualifications (RFQ) will be released this fall, followed by a Request for Proposals (RFP). Due to the potential for a P3 procurement for the Illiana Corridor, some financial information will need to remain confidential in order to not jeopardize the procurement process and to ensure competition and innovation among the potential concessionaires. The P3 procurement will be halted if the project is not in the fiscally constrained plan
- 6. 2010 Urbanized Area: The proposed South Suburban Airport and the Midewin National Tallgrass Prairie should be added to Figure 3 of CMAP's staff evaluation, so that reviewers understand that much of the land area in the middle of Will County is not available for development. It would also be useful to add concentric circles (20 and 40 mile radii) from the Chicago Loop to this figure. Will County has undeveloped areas that are closer to the regional center than many other areas in the northern, northwestern, and western quadrants. Infill within Will County is consistent with CMAP's goal for a morecompact region. The attached figure provides a better illustration of the Illiana and its relationship to the region.
- Population and Employment Forecasts:
 The CMAP staff evaluation emphasizes the fact that the Illiana Corridor study team did not use the population and employment numbers associated with

Urbanized Area (2010)

Illiana 2000ft Planning Boundary

MCHENRY

LAKE

2011 day

KANE

DUPAGE

COOK

KENDALL

WILL

GRUNDY

KANKAKEE

CMAP's preferred scenario to develop their "Build" and "No Build" socioeconomic forecasts. However, the socioeconomic forecasts develop by CMAP and IDOT serve different purposes. CMAP's socioeconomic forecasts are policy-driven, which means they are based on government entities implementing policies between now and 2040 that support CMAP's preferred scenario. Their forecasts were developed at a regional level. In order to satisfy the requirements of the National Environmental Policy Act (NEPA), IDOT must develop more focused project-level population and employment forecasts under both "Build" and "No-Build" scenarios. Throughout the development of the Illiana Corridor EIS, IDOT had several one-on-one meetings with CMAP to discuss

the forecasting methodology to be used for the study. During these meetings, IDOT submitted and secured CMAP's concurrence on the methodology used to develop the project-level socioeconomic forecasts.

In describing IDOT's socioeconomic forecasts, CMAP's staff evaluation also omits two key inputs: the 2010 Census and independent Woods and Poole economic forecasts. Unlike the CMAP socioeconomic forecasts, the IDOT socioeconomic forecasts incorporated the results of the 2010 Census. This is important, as the previous 2009 Census estimates used by the CMAP socioeconomic forecasts had some significant discrepancies to the actual 2010 Census results. For example, the City of Chicago 2010 Census population was 200,000 persons lower than the previous 2009 Census estimate.

In addition, the IDOT socioeconomic forecasts used independent Woods and Poole economic forecasts at the county level. Woods and Poole is a well respected economic forecasting firm with government clients across the country, including the Regional Transportation Authority.

Figures 4 - 8 in CMAP's staff evaluation give the impression that the differences between the two build forecasts are due to the Illiana project. Most of the differences between the two forecasts are due to the overall forecast assumptions and are reflected in the "No-Build" scenario. CMAP's and IDOT's impacts of Illiana (the difference between the "Build" and "No-Build" scenarios in both) are almost the same. Most of the difference in the Build versus No-Build scenario is in Will County where the difference in population is 5,998 persons for CMAP, and 4,809 persons for IDOT. Similarly, for employment in Will County, CMAP's difference is 2,947 jobs versus 13,910 jobs in the IDOT forecasts. Communities had reviewed the IDOT build scenario population (average increase of 10 persons per square mile in townships adjacent to the Illiana) and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth.

Lastly, since the Illiana Corridor will be a tolled facility, the socioeconomic forecasts will be used to estimate traffic, tolling, and revenue numbers. The Illiana Corridor Tier One EIS included tolled scenarios, assuming traffic retention on the Illiana ranging from 25% to 75% for screening alternatives (page 2-80 of the FEIS) and from 30% to 60% traffic retention for the EIS alternatives (page 2-104 of the FEIS). For the purposes of securing bonds for roads, more detailed financial forecasts are required at the project-level. IDOT has utilized forecasting methodologies that are similar to those used by the Illinois State Toll Highway Authority (ISTHA) for the same purpose.

8. Freight: The growing role of freight on the economy (particularly on the study area) and on traffic congestion in the southern half of the region, and the role of Illiana in mitigating such congestion should be noted. Improving freight movement efficiency is a goal of GOTO 2040, and the project location is at existing established national freight infrastructure such as railroads, interstate highways, intermodal facilities, and airports. It is important to provide linkage between these facilities. As noted in CMAP's staff evaluation, the Illiana would carry the highest percentage of truck traffic of any major capital project in GO TO 2040.

9. Impact on Regional Traffic Performance: CMAP's staff evaluation indicates that the Illiana will provide no significant congestion relief for travelers within the urbanized area. At the regional level, the Illiana is only 47 miles out of a much larger 461 mile expressway system. The congestion relief benefits associated with the project must be put in the proper context.

Figure 8 of the CMAP memorandum shows 40,000 vehicle hours per day of overall travel time savings for the CMAP Build versus No Build (or 96,000 vehicle hours per day for the IDOT Build versus No Build). These travel time savings have a significant value. Assuming a value of time of \$24 per hour¹ results in almost \$1 million worth of time savings every day.

Figures 8-10 in CMAP's staff evaluation show percentage change in congested VMT and VHT, all rounded to the nearest percent. This does not provide a complete description of performance, because as seen in the table below, the major new facility projects in GO TO 2040 all have very small changes in hours of congestion (all less than 1%, except for the Central Lake County Corridor and Illiana [IDOT Build]). Almost all new transportation projects will have very small percentage change effect on the region, due to the sheer size and enormous amount of travel in the seven-county northeast Illinois region.

Major Capital Project	% Change in Hours of Congestion	
Illiana Project		
CMAP Build	0**	
IDOT Build	-3%**	
Central Lake County Corridor (IL-53	-4.33%	
north and IL-120 limited access)*		
Elgin O'Hare East Extension, Add	-0.74%	
Lanes & West O'Hare Bypass*		
West Loop Transportation Center*	-0.06%	
CTA Red Line Extension South*	0	
I-294 / I-57 Interchange*	+0.25%	

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

By only showing Figure 10: Impact of the Illiana on CMAP Region Expressways in the CMAP memorandum, the benefits to non-expressway facilities (arterials and collector roads) are not recognized. As seen in the table below, both the CMAP Build and IDOT Build show vehicle miles of travel and vehicle hours of travel savings for arterials and collectors, which more than offsets the increases in the expressway VMT and VHT.

^{**} CMAP rounded this figure to the nearest percent

Source: NCHRP Report 456, Guidebook for Assessing the Social and Economic Effects of Transportation Projects (value of vehicle time escalated by CPI-U for Chicago region and a typical mix of passenger and trucks assumed)

Regional Travel Demand (on	CMAP No-	CMAP	IDOT No	IDOT
arterials and collectors)	Build	Build	Build	Build
Vehicle Miles of Travel (000)	132,277	131,935	138,691	136,125
Vehicle Hours of Travel (000)	5,110	5,058	5,648	5,514

Source: Figure 8 Total VMT & VHT minus Figure 10 Expressway VMT & VHT

10. <u>Economic Impacts</u>: Based on the content of the CMAP staff evaluation, IDOT is not clear on the methodologies CMAP used to determine the Gross Regional Product (GRP) estimates. As documented in the Illiana Tier One EIS, IDOT utilized PRISMTM, a regional economic impact modeling framework to evaluate the impacts of transportation sector investments on the regional economy (http://prism.pbworld.net/pbcms/web/prism/home). This software incorporates a variety of factors to determine the economic output for the project including short-term construction impacts, long-term accessibility impacts, and tax estimates.

Compared to major new facility projects in GO TO 2040 (GRP estimates from GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010), the 2040 IDOT Build scenario for the Illiana has the highest improvement over the baseline for GRP.

Major Capital Project	Change from CMAP 2040 GRP Baseline	% Change	
Illiana Project			
CMAP Build	+425,000,000	+0.053%	
IDOT Build	+\$2,000,000,000	+0.20%	
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	+755,000,000	+0.12%	
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	+\$294,000,000	+0.047%	
CTA Red Line Extension South*	+\$30,000,000	+0.0048%	
West Loop Transportation Center*	+\$21,000,000	+0.0034%	
I-294 / I-57 Interchange*	+\$3,000,000	+0.0005%	

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

- 11. Environmental Indicators: The CMAP environmental analysis as illustrated in Figures 14 16, using either forecast methodology, shows a minor impact associated with the Illiana project. However, the format of the memorandum focuses readers on the differences in methodology, rather than the actual project impacts.
- 12. The paragraph should recognize that all biologic and cultural resources were examined in Tier One based on an extensive GIS database with 130 layers of resource information. The Illiana planning process has been a great success thus far, with completion of the Tier One EIS process through a partnership with stakeholders across

a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals of the selection of the B3 Corridor.

- 13. Impervious Surface: Utilizing total impervious area as a basis for describing potential changes in watershed health presents a "worst case scenario" of potential impacts. However, the effective impervious area for this proposed project is the key to analyzing watershed impacts. The effective impervious area is typically less than the total impervious area and is affected by watershed-specific practices and the best management practices incorporated into the design. CMAP has acknowledged that low impact development practices can reduce potential effects. The findings of the Tier Two EIS will present a more accurate and representative picture of the "effective impervious area".
- 14. Regional Green Infrastructure: The Refinement of the Chicago Wilderness Green Infrastructure Vision (GIV) Final Report identified environmental resources in the Illiana Corridor study area, including forging natural resource linkages to Midewin and other natural areas, protection of high quality streams, and recognition of specific resources of concern such as grassland birds and wildlife movement. Further analysis of these resources as part of the Tier Two studies is underway, including a detailed assessment of the condition of grassland birds (particularly at Midewin), potential impacts, minimization of these impacts, and potential mitigation measures. As the GIV identifies grassland birds as a critically threatened resource, the project team has closely coordinated the grassland bird impact assessment strategy with the US Fish & Wildlife Service, US Environmental Protection Agency, US Army Corps of Engineers, Midewin Tallgrass National Prairie managed by the Forest Service, USDA, and the IL Department of Natural Resources.

Regarding the GIV exhibit and key green corridors identified, the Illiana project team has analyzed the riparian corridors in the vicinity of the project, and has considered the connectivity of these corridors to natural areas north and south of the Illiana Corridor including Midewin. Many of the resources impacted as noted in the CMAP staff evaluation (280 acres) are unavoidable given the predominant east-west orientation of Illiana Corridor. The project team is developing strategies for maintaining the riparian corridors for wildlife movement and protecting water quality in these streams through the use of natural buffers. Detailed stream assessments have been completed to identify high quality aquatic resources and measures to protect these resources will be presented in the Tier Two document.

15. <u>Water Use</u>: Regarding groundwater supply, the best management practices (BMPs) being considered for the Illiana Corridor would filter stormwater runoff, detain, and, to some extent, promote infiltration of stormwater runoff. Infiltration can promote groundwater recharge.

BMP swales and basins would be constructed along the Illiana roadside wherever they can physically be installed and provide a functional benefit. BMP swales include roadside ditches or swales designed to optimize pollutant removal. The BMP swales and basins (and other infiltration BMPs) may be designed with gravel bases that, to the extent possible (based on the underlying geology), would be over-excavated to intersect with the underlying parent sands and gravels to promote groundwater recharge and limit surface water runoff. The BMP swales and basins could be designed to capture a water quality volume which would reduce the total surface water discharge volume from the site. These facilities would be designed to have native species and typically have wetland bottoms. The Illiana design and analysis assumes that the water quality volume would be based on a 0.75 inch event. Rain events at or below this volume would be captured onsite and infiltrated, evaporated, or evapotranspirated.

16. Technical Task Force Meetings: It should be noted that key county and local planning officials and agencies that will be responsible for working together on a corridor land use plan participated in the Illiana Land Use Technical Task Force meetings. Also, a detailed set of visions, goals and strategies that are consistent with CMAP GO TO 2040 policies and goals were an outcome of the process. The products of the Technical Task Force include: (1) a commitment by Will County and local land use agencies to work together on a corridor land use plan and (2) specific participant-developed strategies that will be considered and that are consistent with regional goals and objectives for concentrating future development near existing communities. Careful consideration was also given to strategies that would protect and support agriculture and environmental resources in the corridor. Communities along the corridor agreed that the Illiana build scenario population (average increase of 10 persons per square mile) and employment growth projections are reasonable, and consistent with their goals of modest manageable economic growth.

Since beginning Tier Two earlier this year, the Illiana project team has conducted over 60 meetings regarding local land use and potential project impacts. In addition, IDOT has provided a \$500,000 grant to the County to facilitate updates to local plans. While CMAP's conclusion that local plans may not reflect the Illiana project may be technically correct, it marginalizes the substantive fact that planning for the Illiana corridor is extensive and ongoing. Comparisons to local planning for the proposed South Suburban Airport (SSA) are also not meaningful, given that the SSA has been discussed for decades.

September 9, 2013

Mr. Aaron Lawlor County Board Chairman 18 N. County Street 10th Floor Waukegan, IL 60085-4351

Dear Mr. Lawlor:

In preparation for our meeting on September 11, 2013, I wanted to share the following information with you. I know that Chicago Metropolitan Agency for Planning (CMAP) staff have presented a negative analysis about the Illiana Corridor Project and when we meet I would like to discuss in further detail issues with that analysis. In order to maximize the use of our time, I want to share with you some of our concerns.

GOTO 2040 Plan

The Illiana Corridor Project was included in the GOTO 2040 Plan. This set the stage for a successful bi-state planning effort that has included more stakeholder participation, technical studies and agency oversight than any other project that was being considered prior to adoption of the Plan in the fall of 2010. CMAP staff has participated throughout the Illiana planning process, and while we are concerned about the timing of their emerging opposition to the project, we are equally concerned about the analysis that supports their opposition.

CMAP Evaluation

Our detailed analysis of the CMAP staff review of the Illiana project reveals that CMAP's review is cursory, and does not provide a sufficient technical justification for opposing the project. Further, CMAP's evaluation attempts to marginalize the extensive work completed by IDOT and project stakeholders as part of the EIS process. The following summarizes some of the specific issues noted in CMAP's review:

- The Illiana project is being compared to a 460 mile expressway system.
 However, even when considering CMAP's analysis, the Illiana project will provide approximately \$1.0 million in daily travel time savings.
- CMAP's evaluation of the economic benefits of the Illiana project did not make any comparison to other projects currently in the GOTO 2040 Plan. If such a comparison was made, the Illiana would have the second highest

Mr. Aaron Lawlor September 9, 2013 Page 2

increase in Gross Regional Product of any "new facility" type project in the Plan. In addition, the Illiana project would create 9,000 construction related short term jobs, and 28,000 long term jobs, which would be spread throughout the region.

- Based on updated financial analysis, the project will generate toll revenue that will completely pay for the project as well as the operation and maintenance of the facility by 2053.
- The addition of the Illiana project to the fiscally constrained list of major capital projects will not impact other projects on that list. The Illiana Corridor project will be a toll road, and based upon our most recent financial analysis, the project will pay for itself by 2053. Even without considering toll revenue from the Illiana Corridor project, we will be able to cover \$950 million required for the Illinois share of project by adjusting the costs of other IDOT projects in the GOTO 2040 Plan, as described below:
 - I-55 Managed Lanes. This project was advertised in 2010 for consultant services to provide a managed lane on I-55 at an estimated construction cost of \$400 million. However, the GOTO 2040 Plan initially identified a construction cost at \$1.6 billion and assumed complete reconstruction. However, IDOT knows that converting the existing inside shoulders, which were previously widened in the 1990s as part of the reconstruction/rehabilitation of I-55, would cost substantially less. Since a full reconstruction is not needed, the \$1.6 billion estimate is no longer accurate. Furthermore, the initial \$1.6 billion estimate was reduced to \$1.32 billion during the March 2013 amendment to the GOTO 2040 Plan to include the Circle Interchange project in the list of fiscally constrained capital projects even though this project is primarily maintenance of an existing interchange. During the CMAP Board and Metropolitan Planning Organization Policy Committee meetings amending the GOTO 2040 Plan, CMAP acknowledged that the GOTO 2040 plan did not include a comprehensive Interstate plan identifying the region's Interstate transportation needs. As such, CMAP was not aware of the previous I-55 reconstruction/rehabilitation project. Consequently, complete reconstruction of I-55 is not warranted and the estimated cost of the I-55 managed lanes project is only \$400 million, a savings of over \$900 million.
 - I-57/I-294 Interchange. The cost of the I-57/I-294 Interchange was revised from \$580 million to \$550 Million, due to actual bids coming in lower than estimated. This is one of the benefits of constructing these major projects now since prices are competitive and bids are coming in lower than expected. Additionally, the first phase of this project is almost \$130 million under previous estimates due to the current competitive bidding environment.

With all of these cost adjustments totaling \$950 million, there is more than enough room to add the Illiana into the fiscally constrained portion of the GOTO 2040 plan without needing to remove any other project. One other important fact is that because the Illiana will be a toll road there will be toll

Mr. Aaron Lawlor September 9, 2013 Page 3

revenues that will offset the cost of the Illiana Corridor project over time. Under the FHWA guidance, a new toll or other user fee facility that is supported by the Governor, legislature, and/or other appropriate local/regional decision-makers, is considered funding that can be reasonably expected to be available to a region for a particular project. The GOTO 2040 Plan does not include the Public Private Partnership funding that will be available for the Illiana project as part of the overall funding that can be reasonably expected to be available to the region. We believe that is problematic since we know there will be fees generated by the tolls.

County Projects

Over the past 5 years, IDOT has committed over \$400 Million towards construction and preconstruction activities for projects within and adjacent to Lake County, which demonstrates a strong commitment to improving transportation in your County. District One understands Lake County's priorities and has regular meetings with your staff to discuss the highway transportation priorities of the Lake County Transportation Alliance. Major improvements in Lake County during the past 5 years include interchange modification at US 41 at Illinois 132 (remaining intersection work recently added to the FY 2014-2019 Multimodal Transportation Improvement Program), add-lanes along US 45 in the Grayslake/Gurnee area, add-lanes along Illinois 22 in the Bannockburn area, and improvements along Illinois 83 in Antioch.

Our sister agency, the Tollway, completed the \$1.34 billion North Tri-State Tollway project in 2009 which included several interchange improvements with State highways in Lake County such as Illinois 22. This project serves Lake County residents and will improve travel to both Wisconsin and Chicago. Governor Quinn's Illinois Jobs Now! Capital Program included funding to complete the remaining segment of I-94 between the Wisconsin State Lane and Illinois 173 which is currently under construction.

Governor Quinn's Illinois Jobs Now! Capital Program also included engineering funding for several capacity improvement projects of priority to both IDOT and Lake County including US 45 both north and south of the Milburn By-Pass, Illinois 83 south of the recently completed project to Illinois 120, Illinois 137, and Illinois 173. Our goal is to have these projects developed and ready for future funding as part of our regular highway programs or as priorities for a future Capital Program.

We have worked closely with Lake County to advance improvements along Illinois 21 in Libertyville through IDOT's annual appropriations with a majority of the costs reimbursed utilizing Lake County's Challenge Bond funds. We appreciate the County's significant financial role in this project, and we look to

Mr. Aaron Lawlor September 9, 2013 Page 4

continue this type of success as we advance the Milburn By-Pass project to construction in the upcoming years.

We also look forward to participating in the Tollway's planning for the Illinois Route 53 Extension project, which will provide improved access to both Lake and McHenry County.

Conclusion

In the past, other important transportation projects in our region have been stalled and endlessly debated. The Illiana Corridor has strong local support in Will County much like many of the projects IDOT has delivered in Lake County. The Illiana will strengthen our economic competitiveness both regionally and internationally by supporting freight and trucking needs in this area. This project has a chance to be truly historic as a Public Private Partnership, which will bring private capital to Illinois and expand our ability to deliver projects. IDOT has a long history of addressing critical transportation needs throughout the region, and has invested billions in doing so, and we look forward to continuing our partnership and furthering our common goal of addressing transportation issues in Lake County and the region. I would greatly appreciate your support for the Illiana project, and look forward to meeting with you on September 11, 2013, at 10:30 a.m., at the James R. Thompson Center, located at 100 West Randolph Street, Suite 6-600, Chicago, Illinois 60601.

Sincerely,

Ann L. Schneider

of Schnider

Secretary

Attachment



100 N. Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

IDOT COMMENTS ON JULY 30, 2013 CMAP STAFF EVALUATION MEMORANDUM OF THE ILLIANA CORRIDOR TO THE TRANSPORTATION COMMITTEE August 19, 2013

The Illiana project is consistent with the major themes of GO TO 2040, particularly in addressing Regional Mobility. The Illiana Corridor will provide a vitally needed east-west link that improves travel locally, regionally, and even nationally by providing an alternative for trucks passing through the region and for interstate truck and auto traffic on I-80. It will allow for more efficient freight movement through the region by improving access to one of the largest existing intermodal freight areas in the U.S. The Illiana project is consistent with CMAP's User Pays goal as it is proposed as a tolled facility, and the use of innovative financing in the form of a public-private partnership (P3) to leverage private investment. The Illiana project team has also worked with Will County and the affected communities to integrate the Illiana project into their local plans to ensure consistency with the Livable Communities theme. The Illiana project will create jobs and economic development supporting CMAP's Human Capital theme. In addition, IDOT is conducting an inclusive, transparent process to develop the Illiana Corridor Environmental Impact Statement (EIS), which is consistent with the Efficient Governance theme.

IDOT has reviewed CMAP's July 30, 2013 staff evaluation of the proposed amendment to the GO TO 2040 Plan to include the Illiana Corridor project. Overall, the key CMAP evaluation findings were similar to the Illiana Corridor Study findings. Both CMAP and IDOT show that building the Illiana will result in a small increase in the urbanization of the region. Both CMAP and IDOT show similar improvements in travel performance, and demonstrate that the project will serve as a strong trucking corridor. As noted below, IDOT believes that the Illiana project is viable from a financial perspective and that the environment and local planning has been comprehensively addressed in the tiered EIS process.

Our comments on the memorandum are presented below.

1. Project Status: The planning work (i.e., EIS) for the Illiana Corridor project was included in the fiscally constrained portion of the GO TO 2040 Plan, and set the stage for initiating studies in the Spring of 2011. The Illiana planning process has been a great success thus far, with completion of the first portion of the EIS process (Tier One) through a partnership with stakeholders across a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals.

CMAP staff has participated in the process from the very beginning, with extensive data sharing, one on one meetings, and as a member of the Illiana Corridor Planning Group. However, CMAP's staff evaluation only briefly acknowledges Tier One and the ongoing Tier Two efforts. Instead, CMAP has created a new process for evaluating the





Illiana project that marginalizes the NEPA process. The level of information being furnished by IDOT in support of this Plan amendment request is well beyond the level of technical detail and stakeholder outreach undertaken for any project considered in the development of the GO TO 2040 Plan. A \$40 Million investment in the planning for the project will be lost, and the process for soliciting potential concessionaire teams for a Public Private Partnership will be halted if the project is not in the fiscally constrained plan. Therefore, IDOT is requesting a Plan amendment at the October 9, 2013 MPO Policy Committee meeting to keep this regionally significant project moving forward.

2. Project Cost: We believe that the comparison of the Illiana project to the I-355 south extension and IL-53 north extension projects is inappropriate, as the I-355 and IL-53 extension projects include urban design elements, while the Illiana project is a rural design. The I-355 and IL-53 extension parametric unit prices must consider adjustments for urban elements not included in the Illiana project, such as wider travel lanes, concrete median barrier, multi-lane urban crossroad/overpass bridge construction, urban interchange signalization, a higher number of retaining walls and noise barriers, wider median shoulders, closed drainage systems, and cash collection systems, among other elements.

CMAP's observation that "IDOT's estimate of the project cost is low relative to other comparable projects" is not warranted, given the justification above, as well as considering the additional construction cost information that IDOT provided to CMAP staff on I-69 in Indiana and US-67 in Illinois. Based on actual bid prices, the cost per lane mile for Section 3 of I-69 was \$2.1 million per lane-mile as compared to \$5.9 million per lane-mile for the Illiana project. The geographic difference between the I-69 area and the Will County/Lake County are unit prices is approximately 25-30% higher based on IDOT and INDOT cost data from recent projects. Also, IDOT's US-67 project in Morgan County was let in June 2011 and had a cost of \$1.5 million per lane-mile for a new 6.5-mile four-lane expressway facility. Furthermore, IDOT's Illiana cost estimate is based on a detailed item quantity take-off based on the preliminary roadway profile and cross sections. Unit prices were developed from historical unit prices in Indiana and Illinois. This is consistent with the "rigorous" approach that should be used to estimate construction costs for major capital projects.

Since the Illiana Corridor project has an estimated total cost of \$500 million or more and will receive Federal financial assistance, it is considered a Major Project under FHWA guidelines and must undergo a Cost Estimate Review by the FHWA. IDOT, INDOT, and FHWA will be jointly participating in the Cost Estimate Review from August 27-30, 2013. During this review, FHWA will examine the project in great detail and approve a final cost estimate for the project under a traditional design-bid-build scenario. The final cost estimate will be made publicly available and provide further documentation of the thorough process that has been undertaken to determine the estimated project cost.

In addition, one of the greatest benefits of a P3 approach for delivering a major capital project, such as Illiana, is cost savings. Potential concessionaires have incentives to expedite completion, which typically lowers costs, to seek innovative methods for

managing, designing, selecting materials, and constructing the projects to improve efficiencies and lower costs.

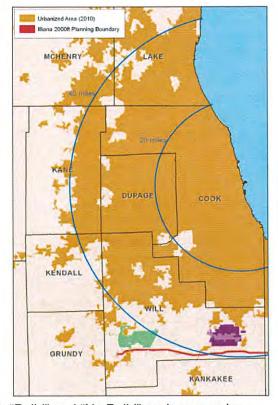
3. CMAP GO TO 2040 Fiscal Constraint: As part of the GO TO 2040 Plan, CMAP developed a transportation financial plan which details the amount of funding that is reasonably expected to be available for all transportation investments from 2010-2040. CMAP determined that \$10.5 billion will be available for major capital projects that are considered a high priority to meet regional transportation needs. Projects determined to meet this criteria are considered "fiscally constrained". There are also many other important regional projects, including the Illiana Corridor project, that are listed as "fiscally unconstrained", due to the need for further planning and cost estimates. CMAP indicates that these projects may be reconsidered for inclusion in the fiscally constrained part of the plan as more detailed planning studies are available, and the project is proven to be financially viable.

During several CMAP committee meetings in August 2013, CMAP staff alluded to the possibility that if the Illiana Corridor project is added into the fiscally constrained portion of the GO TO 2040 Plan, they may remove other projects to stay within the \$10.5 billion they have currently allocated for major capital projects. IDOT does not agree that this will be necessary. As part of the plan amendment process, IDOT will demonstrate how the Illiana can be added to the GO TO 2040 Plan without removing any of the other fiscally constrained projects.

4. Other Highway Expansion Costs: CMAP's staff evaluation noted that the I-55 and I-80 Add Lanes projects included in IDOT's "No-Build Scenario" were not included in the fiscally constrained portion of GO TO 2040, and estimated the total cost of the two projects would be \$1.5 billion based upon a very cursory analysis. These projects are very important for the region, and assumed to be in place by the year 2040 regardless of whether or not the Illiana Corridor project is implemented. I-55 and I-80 are existing corridors that were constructed decades ago, and will require complete replacement, which would be largely covered in the system maintenance portion of the GO TO 2040 Plan. Using recent contract pricing for the I-55 widening from Weber Road to I-80, the incremental cost of adding a lane in each direction is expected to be \$102 million for I-80 and \$68 million for I-55 (in 2013 \$), and financial plans will be submitted as the NEPA process is advanced for these two corridors. We will continue to coordinate the ongoing I-80 study with CMAP and other stakeholders, and work to ensure that these projects are addressed in the 2014 quadrennial update of the regional plan.

As part of maintaining the existing interstate system, improvements to these corridors are needed prior to the year 2040. For example, although the I-80 from Ridge Road to US Route 30 project is not in GO TO 2040, IDOT recently requested and CMAP approved into the TIP over \$60M in a series of I-80 bridge replacements to address the most deficient bridges in the corridor (TIP 09-12-0036). We expect these corridor improvements to continue to be implemented in multiple stages over the next 30 years to address the already deteriorating infrastructure conditions.

- 5. Financing and Public-Private Partnership: IDOT and INDOT have initiated a procurement process for a P3 for the Illiana project. A Request for Information (RFI) Regarding an Innovative Project Delivery Approach for the Illiana Corridor Project was released by IDOT and INDOT on May 29, 2013. The RFI provided an opportunity to receive industry feedback prior to and at the Illiana P3 Industry Forum and associated one-on-one meetings with industry participants on June 24 and 25, 2013. As mentioned in the CMAP staff evaluation, a Request for Qualifications (RFQ) will be released this fall, followed by a Request for Proposals (RFP). Due to the potential for a P3 procurement for the Illiana Corridor, some financial information will need to remain confidential in order to not jeopardize the procurement process and to ensure competition and innovation among the potential concessionaires. The P3 procurement will be halted if the project is not in the fiscally constrained plan
- 6. 2010 Urbanized Area: The proposed South Suburban Airport and the Midewin National Tallgrass Prairie should be added to Figure 3 of CMAP's staff evaluation, so that reviewers understand that much of the land area in the middle of Will County is not available for development. It would also be useful to add concentric circles (20 and 40 mile radii) from the Chicago Loop to this figure. Will County has undeveloped areas that are closer to the regional center than many other areas in the northern, northwestern, and western quadrants. Infill within Will County is consistent with CMAP's goal for a morecompact region. The attached figure provides a better illustration of the Illiana and its relationship to the region.
- 7. Population and Employment Forecasts:
 The CMAP staff evaluation emphasizes
 the fact that the Illiana Corridor study
 team did not use the population and
 employment numbers associated with



CMAP's preferred scenario to develop their "Build" and "No Build" socioeconomic forecasts. However, the socioeconomic forecasts develop by CMAP and IDOT serve different purposes. CMAP's socioeconomic forecasts are policy-driven, which means they are based on government entities implementing policies between now and 2040 that support CMAP's preferred scenario. Their forecasts were developed at a regional level. In order to satisfy the requirements of the National Environmental Policy Act (NEPA), IDOT must develop more focused project-level population and employment forecasts under both "Build" and "No-Build" scenarios. Throughout the development of the Illiana Corridor EIS, IDOT had several one-on-one meetings with CMAP to discuss

the forecasting methodology to be used for the study. During these meetings, IDOT submitted and secured CMAP's concurrence on the methodology used to develop the project-level socioeconomic forecasts.

In describing IDOT's socioeconomic forecasts, CMAP's staff evaluation also omits two key inputs: the 2010 Census and independent Woods and Poole economic forecasts. Unlike the CMAP socioeconomic forecasts, the IDOT socioeconomic forecasts incorporated the results of the 2010 Census. This is important, as the previous 2009 Census estimates used by the CMAP socioeconomic forecasts had some significant discrepancies to the actual 2010 Census results. For example, the City of Chicago 2010 Census population was 200,000 persons lower than the previous 2009 Census estimate.

In addition, the IDOT socioeconomic forecasts used independent Woods and Poole economic forecasts at the county level. Woods and Poole is a well respected economic forecasting firm with government clients across the country, including the Regional Transportation Authority.

Figures 4 - 8 in CMAP's staff evaluation give the impression that the differences between the two build forecasts are due to the Illiana project. Most of the differences between the two forecasts are due to the overall forecast assumptions and are reflected in the "No-Build" scenario. CMAP's and IDOT's impacts of Illiana (the difference between the "Build" and "No-Build" scenarios in both) are almost the same. Most of the difference in the Build versus No-Build scenario is in Will County where the difference in population is 5,998 persons for CMAP, and 4,809 persons for IDOT. Similarly, for employment in Will County, CMAP's difference is 2,947 jobs versus 13,910 jobs in the IDOT forecasts. Communities had reviewed the IDOT build scenario population (average increase of 10 persons per square mile in townships adjacent to the Illiana) and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth.

Lastly, since the Illiana Corridor will be a tolled facility, the socioeconomic forecasts will be used to estimate traffic, tolling, and revenue numbers. The Illiana Corridor Tier One EIS included tolled scenarios, assuming traffic retention on the Illiana ranging from 25% to 75% for screening alternatives (page 2-80 of the FEIS) and from 30% to 60% traffic retention for the EIS alternatives (page 2-104 of the FEIS). For the purposes of securing bonds for roads, more detailed financial forecasts are required at the project-level. IDOT has utilized forecasting methodologies that are similar to those used by the Illinois State Toll Highway Authority (ISTHA) for the same purpose.

8. Freight: The growing role of freight on the economy (particularly on the study area) and on traffic congestion in the southern half of the region, and the role of Illiana in mitigating such congestion should be noted. Improving freight movement efficiency is a goal of GOTO 2040, and the project location is at existing established national freight infrastructure such as railroads, interstate highways, intermodal facilities, and airports. It is important to provide linkage between these facilities. As noted in CMAP's staff evaluation, the Illiana would carry the highest percentage of truck traffic of any major capital project in GO TO 2040.

9. <u>Impact on Regional Traffic Performance</u>: CMAP's staff evaluation indicates that the Illiana will provide no significant congestion relief for travelers within the urbanized area. At the regional level, the Illiana is only 47 miles out of a much larger 461 mile expressway system. The congestion relief benefits associated with the project must be put in the proper context.

Figure 8 of the CMAP memorandum shows 40,000 vehicle hours per day of overall travel time savings for the CMAP Build versus No Build (or 96,000 vehicle hours per day for the IDOT Build versus No Build). These travel time savings have a significant value. Assuming a value of time of \$24 per hour¹ results in almost \$1 million worth of time savings every day.

Figures 8-10 in CMAP's staff evaluation show percentage change in congested VMT and VHT, all rounded to the nearest percent. This does not provide a complete description of performance, because as seen in the table below, the major new facility projects in GO TO 2040 all have very small changes in hours of congestion (all less than 1%, except for the Central Lake County Corridor and Illiana [IDOT Build]). Almost all new transportation projects will have very small percentage change effect on the region, due to the sheer size and enormous amount of travel in the seven-county northeast Illinois region.

Major Capital Project	% Change in Hours of Congestion
Illiana Project	
CMAP Build	0**
IDOT Build	-3%**
Central Lake County Corridor (IL-53	-4.33%
north and IL-120 limited access)*	-4.33%
Elgin O'Hare East Extension, Add	-0.74%
Lanes & West O'Hare Bypass*	-0.74/6
West Loop Transportation Center*	-0.06%
CTA Red Line Extension South*	0
I-294 / I-57 Interchange*	+0.25%

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

By only showing Figure 10: Impact of the Illiana on CMAP Region Expressways in the CMAP memorandum, the benefits to non-expressway facilities (arterials and collector roads) are not recognized. As seen in the table below, both the CMAP Build and IDOT Build show vehicle miles of travel and vehicle hours of travel savings for arterials and collectors, which more than offsets the increases in the expressway VMT and VHT.

^{**} CMAP rounded this figure to the nearest percent

Source: NCHRP Report 456, Guidebook for Assessing the Social and Economic Effects of Transportation Projects (value of vehicle time escalated by CPI-U for Chicago region and a typical mix of passenger and trucks assumed)

Regional Travel Demand (on	CMAP No-	CMAP	IDOT No	IDOT
arterials and collectors)	Build	Build	Build	Build
Vehicle Miles of Travel (000)	132,277	131,935	138,691	136,125
Vehicle Hours of Travel (000)	5,110	5,058	5,648	5,514

Source: Figure 8 Total VMT & VHT minus Figure 10 Expressway VMT & VHT

10. Economic Impacts: Based on the content of the CMAP staff evaluation, IDOT is not clear on the methodologies CMAP used to determine the Gross Regional Product (GRP) estimates. As documented in the Illiana Tier One EIS, IDOT utilized PRISMTM, a regional economic impact modeling framework to evaluate the impacts of transportation sector investments on the regional economy (http://prism.pbworld.net/pbcms/web/prism/home). This software incorporates a variety of factors to determine the economic output for the project including short-term construction impacts, long-term accessibility impacts, and tax estimates.

Compared to major new facility projects in GO TO 2040 (GRP estimates from GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010), the 2040 IDOT Build scenario for the Illiana has the highest improvement over the baseline for GRP.

Major Capital Project	Change from CMAP 2040 GRP Baseline	% Change
Illiana Project CMAP Build IDOT Build	+425,000,000 +\$2,000,000,000	+0.053% +0.20%
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	+755,000,000	+0.12%
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	+\$294,000,000	+0.047%
CTA Red Line Extension South*	+\$30,000,000	+0.0048%
West Loop Transportation Center*	+\$21,000,000	+0.0034%
I-294 / I-57 Interchange*	+\$3,000,000	+0.0005%

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

- 11. Environmental Indicators: The CMAP environmental analysis as illustrated in Figures 14 16, using either forecast methodology, shows a minor impact associated with the Illiana project. However, the format of the memorandum focuses readers on the differences in methodology, rather than the actual project impacts.
- 12. The paragraph should recognize that all biologic and cultural resources were examined in Tier One based on an extensive GIS database with 130 layers of resource information. The Illiana planning process has been a great success thus far, with completion of the Tier One EIS process through a partnership with stakeholders across

a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals of the selection of the B3 Corridor.

- 13. Impervious Surface: Utilizing total impervious area as a basis for describing potential changes in watershed health presents a "worst case scenario" of potential impacts. However, the effective impervious area for this proposed project is the key to analyzing watershed impacts. The effective impervious area is typically less than the total impervious area and is affected by watershed-specific practices and the best management practices incorporated into the design. CMAP has acknowledged that low impact development practices can reduce potential effects. The findings of the Tier Two EIS will present a more accurate and representative picture of the "effective impervious area".
- 14. Regional Green Infrastructure: The Refinement of the Chicago Wilderness Green Infrastructure Vision (GIV) Final Report identified environmental resources in the Illiana Corridor study area, including forging natural resource linkages to Midewin and other natural areas, protection of high quality streams, and recognition of specific resources of concern such as grassland birds and wildlife movement. Further analysis of these resources as part of the Tier Two studies is underway, including a detailed assessment of the condition of grassland birds (particularly at Midewin), potential impacts, minimization of these impacts, and potential mitigation measures. As the GIV identifies grassland birds as a critically threatened resource, the project team has closely coordinated the grassland bird impact assessment strategy with the US Fish & Wildlife Service, US Environmental Protection Agency, US Army Corps of Engineers, Midewin Tallgrass National Prairie managed by the Forest Service, USDA, and the IL Department of Natural Resources.

Regarding the GIV exhibit and key green corridors identified, the Illiana project team has analyzed the riparian corridors in the vicinity of the project, and has considered the connectivity of these corridors to natural areas north and south of the Illiana Corridor including Midewin. Many of the resources impacted as noted in the CMAP staff evaluation (280 acres) are unavoidable given the predominant east-west orientation of Illiana Corridor. The project team is developing strategies for maintaining the riparian corridors for wildlife movement and protecting water quality in these streams through the use of natural buffers. Detailed stream assessments have been completed to identify high quality aquatic resources and measures to protect these resources will be presented in the Tier Two document.

15. Water Use: Regarding groundwater supply, the best management practices (BMPs) being considered for the Illiana Corridor would filter stormwater runoff, detain, and, to some extent, promote infiltration of stormwater runoff. Infiltration can promote groundwater recharge.

S-830

BMP swales and basins would be constructed along the Illiana roadside wherever they can physically be installed and provide a functional benefit. BMP swales include roadside ditches or swales designed to optimize pollutant removal. The BMP swales and basins (and other infiltration BMPs) may be designed with gravel bases that, to the extent possible (based on the underlying geology), would be over-excavated to intersect with the underlying parent sands and gravels to promote groundwater recharge and limit surface water runoff. The BMP swales and basins could be designed to capture a water quality volume which would reduce the total surface water discharge volume from the site. These facilities would be designed to have native species and typically have wetland bottoms. The Illiana design and analysis assumes that the water quality volume would be based on a 0.75 inch event. Rain events at or below this volume would be captured onsite and infiltrated, evaporated, or evapotranspirated.

16. Technical Task Force Meetings: It should be noted that key county and local planning officials and agencies that will be responsible for working together on a corridor land use plan participated in the Illiana Land Use Technical Task Force meetings. Also, a detailed set of visions, goals and strategies that are consistent with CMAP GO TO 2040 policies and goals were an outcome of the process. The products of the Technical Task Force include: (1) a commitment by Will County and local land use agencies to work together on a corridor land use plan and (2) specific participant-developed strategies that will be considered and that are consistent with regional goals and objectives for concentrating future development near existing communities. Careful consideration was also given to strategies that would protect and support agriculture and environmental resources in the corridor. Communities along the corridor agreed that the Illiana build scenario population (average increase of 10 persons per square mile) and employment growth projections are reasonable, and consistent with their goals of modest manageable economic growth.

Since beginning Tier Two earlier this year, the Illiana project team has conducted over 60 meetings regarding local land use and potential project impacts. In addition, IDOT has provided a \$500,000 grant to the County to facilitate updates to local plans. While CMAP's conclusion that local plans may not reflect the Illiana project may be technically correct, it marginalizes the substantive fact that planning for the Illiana corridor is extensive and ongoing. Comparisons to local planning for the proposed South Suburban Airport (SSA) are also not meaningful, given that the SSA has been discussed for decades.

A close look at the Illiana Facts

Why Build The Illiana Corridor?



Illinois and Indiana have long served as the crossroads of American transportation and commerce. The ability to move freight through this area has been the cornerstone of the region's economy even before the railroads linked up to be a transcontinental service. Investing in this region and con-

structing the Illiana is key to building the future.

As the region grows and the demand for freight increases, the need to modernize our infrastructure by strengthening the region's global connections, linking it to international markets is a priority, keeping farms and businesses by improving the regional networks and functional connectivity is a necessity; improving economic opportunities by providing a broader range of jobs is essential in order to move the

(continued on page 4)

Daniel Burnham and
Edward Bennett's 1909 Plan
of Chicago recommends that
"At the earliest possible date
measures should be taken for
beginning what may be termed
the outer encircling highway."





What are the **Benefits** of the Illiana Corridor?

Tob Creation

- Over 9,000 short-term jobs, and 28,000 long-term jobs.
- Preight and manufacturing are driving the Chicago region's economy. Core freight and manufacturing industries account for 10% of the region's employment and is responsible for 20% of the jobs created in the last two years. The construction of the Illiana will balance two key freight and manufacturing locations I-55/I-80 and southeast Cook County providing additional economic activity, additional job opportunities in freight and manufacturing.

Economic Opportunity

- \$1.4 billion in construction related short-term opportunities; \$4 billion in long-term economic opportunities.
- \$50 million in the short-term, and \$270 million in the long-term of increased tax revenue.
- CMAP estimates that the Illiana Corridor project would increase the Gross Regional Product (GRP) by \$425,000,000. This represents the secondhighest GRP increase out of all projects currently included in the GO TO 2040 Plan. This shows that the Illiana is a significant driver for economic growth in the region.

(continued on page 4)





Why should the Illiana Corridor be in the fiscally constrained plan?

Because:

- > CMAP's analysis is consistent with IDOT's analysis that shows that the Illiana Corridor would not have a significant impact upon the urbanization of the region.
- > Both IDOT's and CMAP's analysis show this would be a strong trucking corridor.
- > It will support economic growth for the local communities and be a backbone for land and spatial development.
- > Communities participated and reviewed the population and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth. In response IDOT provided a \$500,000 grant to Will County to facilitate updates to local plans.
- > If Illiana Corridor project is not included in the GO TO 2040 plan, the \$40 million investment in planning will be lost, the Tier II EIS can not be completed, and IDOT will not be able to continue the process of soliciting potential concessionaire teams for Public Private Partnership (P3).
- > IDOT does not need to remove any projects within the GO TO 2040 plan to implement the Illiana Corridor.
- > The Illiana Corridor project is strongly supported by stakeholders across the study area. Of the Corridor Planning Group representatives that submitted written statements during Tier One, 59% were in support of a Build Alternative, with 90% indicating a preference for the B3 Corridor.
- This project is complimentary to CMAP's emphasis on using a Public Private Partnerships (P3) model as an innovative project delivery tool. From GO TO 2040 "CMAP also stresses the importance of other innovative financing mechanisms in the full financial plan, and many of these sources will be recommended as part of the transportation finance recommendation in GO TO 2040. While these sources are not included as "reasonably expected" in the fiscally constrained plan, it is still vital for the region to advocate for these sources in order to maintain, enhance, and expand the transportation system. These other potential sources include Public Private Partnerships..."
- > The project will generate sufficient toll revenue over the period to 2053 to repay the initial cost of the project AND the operation and maintenance costs of the facility for the term of the agreement.





Project Costs THE FINANCIAL PICTURE:

what is in it and how it works

Costs presented to the CMAP Transportation Committee on June 7, 2013 was for \$1.25 billion, of which \$950 million would be the Illinois share. According to the Tier One Record of Decision, this estimate includes costs for construction, utility relocations, right of way, mitigation, and engineering. The Department proposes the following plan amendment to ensure that no projects be removed from the GO TO 2040 plan.

Illiana Expressway Proposed Plan Amendment

ILLIANA EXPRESSWAY

+\$0.950 billion

I-55 MANAGED LANES (Weber Rd. to I-90/94)

- \$0.920 billion

Revise cost from \$1.320 billion to \$0.400 billion.

Justification for reduction:

Scope reduced from complete reconstruction to 3R.

I-294/I-57 INTERCHANGE

- \$0.030 billion

Revise cost from \$0.580 billion to \$0.550 billion.

Justification for reduction:

Bids coming in lower that estimated. Please note IDOT reduced estimate in MYP to \$60 million from \$110 million – further reduction possible.

If the Illiana is NOT CONSTRUCTED

- The costs required to maintain the existing road network that will deteriorate faster as a result of traffic will be \$727 million (YOE). This is over a 50 year period and it does not include any capacity improvements.
- The systemwide congestions that Illiana is designed to address will not
 be done resulting in countless intersections needing to be improved
 and numerous arterials will need to be widened to achieve the same
 reduction in congestion that the Illiana will provide. It is important to
 note that majority of these roads are municipal and county roads that are
 not under IDOT jurisdiction. This will have a great impact on county and
 municipal transportation budgets.
- The Tier One study team evaluated widening arterial roads as an alternative
 to the Illiana. The arterial with the least impact and reasonable alternative
 was widening Wilmington-Peotone Road. This alternative will reduce system
 wide congestion by 1,000 daily VHT, this is only a fraction of the 14,100 (7%)
 daily VHT that Illiana would carry. In addition this improvement is estimated
 to cost up to \$645M (2013), which is about half the cost of the Illiana.
- In addition, the team evaluated the impacts of various Illiana retention rates under tolled scenarios. With a 25% retention rate, the Illiana project per forms much better than the widening of Wilmington-Peotone Road.

- It is important to note that IDOT's no-build scenario widens every road we
 can reasonably assume to be in place by the year 2040 (I-80 widening,
 I-55 widening, US 30 add lanes, IL 394 and US 45 add lanes) and
 congestion still remains. The Illiana Corridor is needed whether or not
 IDOT's no-build scenario widens every road.
- If the projects in the no-build scenario are not completed, the Illiana will be
 of greater demand, and be more valuable for not only IDOT's investment,
 but also for Will and South Cook Counties that are experiencing the impacts
 of a growing economy and demand of freight logistics and distribution.

Operating and Maintenance – The FACTS:

- The estimated cost for Illiana is \$1.25B Total. This includes engineering, land acquisition and construction. Illinois' portion is estimated to be 75% or \$950M.
- The operating and maintenance (O&M) costs for the Illiana Corridor over a 50 year period are approximately \$870 million.
- The Illiana Corridor is proposed as a Public Private Partnership (P3), which will reduce the overall public contribution required and offset project costs to the private sector.



4 | www.IllianaCorridor.org

Benefits of the Illiana Corridor

(continued from page 1)

- It will provide a continuous high speed freight corridor between Illinois and Indiana.
- It supports the projected growth in population and employment expected to double by 2040.
- The value of travel time savings in the region is \$5B over a typical 75 year life.
- It will improve access to the proposed South Suburban Airport.
- It will improve accessibility to one of the largest intermodal freight areas in America projected to increase by 47,000 truck trips by 2040.

Safety

- It will serve as a bypass for trucks around the congested metropolitan area highways.
- It will reduce the strain of truck traffic on local roads, improving safety, cutting commuting times, and reducing congestion.
- It reduces vehicle miles of travel on arterial roads in study area by 26 million miles annually.
- It will improve safety by shifting longer distance traffic off local roads resulting in lower crash rates.

Efficiency

- The use of a Public Private Partnership (P3s) will reduce costs, and expedite implementation.
- The toll road proposed will enable the project to use user fees to support the construction development and operation of the Illiana.

Environmental

- The project is designed to reduce the number of miles traveled, hours of emissions, and fuel wasted due to cars and trucks caught in congestion and traffic.
- The project is very sustainable and the use of storm water best management practices, wild life crossings, and other environmentally sensitive practices is a priority.

Why Build the Illiana Corridor

(continued from page 1)

economy in the right direction. If transportation systems are not updated, future generations will pay the price for poor connectivity high freight costs, congestion resulting in increased travel times and poor economic activity which will result in a loss of jobs for the region.



INVESTING in the Illiana is vital for the future growth of our region as it will improve the network needed and infrastructure needed for an efficient distribution of goods and services across the region, state, nation and the world. It will create an invaluable regional asset for the Midwest promot-

ing and supporting the business environment, workforce, global economy, quality of life all of which are the main factors needed to strengthen surrounding communities and drive prosperity.



Illiana will support one of the largest container ports in the U.S., including two existing and two planned intermodal facilities and over 150 distribution facilities in the region.



September 9, 2013

Mr. Barry Burton County Administrator 18 N. County Street Waukegan, IL 60085-4351

Dear Mr. Burton:

In preparation for our meeting on September 11, 2013, I wanted to share the following information with you. I know that Chicago Metropolitan Agency for Planning (CMAP) staff have presented a negative analysis about the Illiana Corridor Project and when we meet I would like to discuss in further detail issues with that analysis. In order to maximize the use of our time, I want to share with you some of our concerns.

GOTO 2040 Plan

The Illiana Corridor Project was included in the GOTO 2040 Plan. This set the stage for a successful bi-state planning effort that has included more stakeholder participation, technical studies and agency oversight than any other project that was being considered prior to adoption of the Plan in the fall of 2010. CMAP staff has participated throughout the Illiana planning process, and while we are concerned about the timing of their emerging opposition to the project, we are equally concerned about the analysis that supports their opposition.

CMAP Evaluation

Our detailed analysis of the CMAP staff review of the Illiana project reveals that CMAP's review is cursory, and does not provide a sufficient technical justification for opposing the project. Further, CMAP's evaluation attempts to marginalize the extensive work completed by IDOT and project stakeholders as part of the EIS process. The following summarizes some of the specific issues noted in CMAP's review:

- The Illiana project is being compared to a 460 mile expressway system.
 However, even when considering CMAP's analysis, the Illiana project will provide approximately \$1.0 million in daily travel time savings.
- CMAP's evaluation of the economic benefits of the Illiana project did not make any comparison to other projects currently in the GOTO 2040 Plan. If such a comparison was made, the Illiana would have the second highest

Mr. Barry Burton September 9, 2013 Page 2

increase in Gross Regional Product of any "new facility" type project in the Plan. In addition, the Illiana project would create 9,000 construction related short term jobs, and 28,000 long term jobs, which would be spread throughout the region.

- Based on updated financial analysis, the project will generate toll revenue that will completely pay for the project as well as the operation and maintenance of the facility by 2053.
- The addition of the Illiana project to the fiscally constrained list of major capital projects will not impact other projects on that list. The Illiana Corridor project will be a toll road, and based upon our most recent financial analysis, the project will pay for itself by 2053. Even without considering toll revenue from the Illiana Corridor project, we will be able to cover \$950 million required for the Illinois share of project by adjusting the costs of other IDOT projects in the GOTO 2040 Plan, as described below:
 - I-55 Managed Lanes. This project was advertised in 2010 for consultant services to provide a managed lane on I-55 at an estimated construction cost of \$400 million. However, the GOTO 2040 Plan initially identified a construction cost at \$1.6 billion and assumed complete reconstruction. However, IDOT knows that converting the existing inside shoulders, which were previously widened in the 1990s as part of the reconstruction/rehabilitation of I-55, would cost substantially less. Since a full reconstruction is not needed, the \$1.6 billion estimate is no longer accurate. Furthermore, the initial \$1.6 billion estimate was reduced to \$1.32 billion during the March 2013 amendment to the GOTO 2040 Plan to include the Circle Interchange project in the list of fiscally constrained capital projects even though this project is primarily maintenance of an existing interchange. During the CMAP Board and Metropolitan Planning Organization Policy Committee meetings amending the GOTO 2040 Plan, CMAP acknowledged that the GOTO 2040 plan did not include a comprehensive Interstate plan identifying the region's Interstate transportation needs. As such, CMAP was not aware of the previous I-55 reconstruction/rehabilitation project. Consequently, complete reconstruction of I-55 is not warranted and the estimated cost of the I-55 managed lanes project is only \$400 million, a savings of over \$900 million.
 - I-57/I-294 Interchange. The cost of the I-57/I-294 Interchange was revised from \$580 million to \$550 million, due to actual bids coming in lower than estimated. This is one of the benefits of constructing these major projects now since prices are competitive and bids are coming in lower than expected. Additionally, the first phase of this project is almost \$130 million under previous estimates due to the current competitive bidding environment.

With all of these cost adjustments totaling \$950 million, there is more than enough room to add the Illiana into the fiscally constrained portion of the GOTO 2040 plan without needing to remove any other project. One other important fact is that because the Illiana will be a toll road there will be toll

Mr. Barry Burton September 9, 2013 Page 3

revenues that will offset the cost of the Illiana Corridor project over time. Under the FHWA guidance, a new toll or other user fee facility that is supported by the Governor, legislature, and/or other appropriate local/regional decision-makers, is considered funding that can be reasonably expected to be available to a region for a particular project. The GOTO 2040 Plan does not include the Public Private Partnership funding that will be available for the Illiana project as part of the overall funding that can be reasonably expected to be available to the region. We believe that is problematic since we know there will be fees generated by the tolls.

County Projects

Over the past 5 years, IDOT has committed over \$400 million towards construction and preconstruction activities for projects within and adjacent to Lake County, which demonstrates a strong commitment to improving transportation in your County. District One understands Lake County's priorities and has regular meetings with your staff to discuss the highway transportation priorities of the Lake County Transportation Alliance. Major improvements in Lake County during the past 5 years include interchange modification at US 41 at Illinois 132 (remaining intersection work recently added to the FY 2014-2019 Multimodal Transportation Improvement Program), add-lanes along US 45 in the Grayslake/Gurnee area, add-lanes along Illinois 22 in the Bannockburn area, and improvements along Illinois 83 in Antioch.

Our sister agency, the Tollway, completed the \$1.34 billion North Tri-State Tollway project in 2009 which included several interchange improvements with State highways in Lake County such as Illinois 22. This project serves Lake County residents and will improve travel to both Wisconsin and Chicago. Governor Quinn's Illinois Jobs Now! Capital Program included funding to complete the remaining segment of I-94 between the Wisconsin State Lane and Illinois 173 which is currently under construction.

Governor Quinn's Illinois Jobs Now! Capital Program also included engineering funding for several capacity improvement projects of priority to both IDOT and Lake County including US 45 both north and south of the Milburn By-Pass, Illinois 83 south of the recently completed project to Illinois 120, Illinois 137, and Illinois 173. Our goal is to have these projects developed and ready for future funding as part of our regular highway programs or as priorities for a future Capital Program.

We have worked closely with Lake County to advance improvements along Illinois 21 in Libertyville through IDOT's annual appropriations with a majority of the costs reimbursed utilizing Lake County's Challenge Bond funds. We appreciate the County's significant financial role in this project, and we look to

Mr. Barry Burton September 9, 2013 Page 4

continue this type of success as we advance the Milburn By-Pass project to construction in the upcoming years.

We also look forward to participating in the Tollway's planning for the Illinois Route 53 Extension project, which will provide improved access to both Lake and McHenry County.

Conclusion

In the past, other important transportation projects in our region have been stalled and endlessly debated. The Illiana Corridor has strong local support in Will County much like many of the projects IDOT has delivered in Lake County. The Illiana will strengthen our economic competitiveness both regionally and internationally by supporting freight and trucking needs in this area. This project has a chance to be truly historic as a Public Private Partnership, which will bring private capital to Illinois and expand our ability to deliver projects. IDOT has a long history of addressing critical transportation needs throughout the region, and has invested billions in doing so, and we look forward to continuing our partnership and furthering our common goal of addressing transportation issues in Lake County and the region. I would greatly appreciate your support for the Illiana project, and look forward to meeting with you on September 11, 2013, at 10:30 a.m., at the James R. Thompson Center, located at 100 West Randolph Street, Suite 6-600, Chicago, Illinois 60601.

Sincerely.

Ann L. Schneider

hu S. Fluide

Secretary

Attachment



100 N. Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacerrider.org

IDOT COMMENTS ON JULY 30, 2013 CMAP STAFF EVALUATION MEMORANDUM OF THE ILLIANA CORRIDOR TO THE TRANSPORTATION COMMITTEE August 19, 2013

The Illiana project is consistent with the major themes of GO TO 2040, particularly in addressing Regional Mobility. The Illiana Corridor will provide a vitally needed east-west link that improves travel locally, regionally, and even nationally by providing an alternative for trucks passing through the region and for interstate truck and auto traffic on I-80. It will allow for more efficient freight movement through the region by improving access to one of the largest existing intermodal freight areas in the U.S. The Illiana project is consistent with CMAP's User Pays goal as it is proposed as a tolled facility, and the use of innovative financing in the form of a public-private partnership (P3) to leverage private investment. The Illiana project team has also worked with Will County and the affected communities to integrate the Illiana project into their local plans to ensure consistency with the Livable Communities theme. The Illiana project will create jobs and economic development supporting CMAP's Human Capital theme. In addition, IDOT is conducting an inclusive, transparent process to develop the Illiana Corridor Environmental Impact Statement (EIS), which is consistent with the Efficient Governance theme.

IDOT has reviewed CMAP's July 30, 2013 staff evaluation of the proposed amendment to the GO TO 2040 Plan to include the Illiana Corridor project. Overall, the key CMAP evaluation findings were similar to the Illiana Corridor Study findings. Both CMAP and IDOT show that building the Illiana will result in a small increase in the urbanization of the region. Both CMAP and IDOT show similar improvements in travel performance, and demonstrate that the project will serve as a strong trucking corridor. As noted below, IDOT believes that the Illiana project is viable from a financial perspective and that the environment and local planning has been comprehensively addressed in the tiered EIS process.

Our comments on the memorandum are presented below.

1. Project Status: The planning work (i.e., EIS) for the Illiana Corridor project was included in the fiscally constrained portion of the GO TO 2040 Plan, and set the stage for initiating studies in the Spring of 2011. The Illiana planning process has been a great success thus far, with completion of the first portion of the EIS process (Tier One) through a partnership with stakeholders across a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals.

CMAP staff has participated in the process from the very beginning, with extensive data sharing, one on one meetings, and as a member of the Illiana Corridor Planning Group. However, CMAP's staff evaluation only briefly acknowledges Tier One and the ongoing Tier Two efforts. Instead, CMAP has created a new process for evaluating the





Illiana project that marginalizes the NEPA process. The level of information being furnished by IDOT in support of this Plan amendment request is well beyond the level of technical detail and stakeholder outreach undertaken for any project considered in the development of the GO TO 2040 Plan. A \$40 Million investment in the planning for the project will be lost, and the process for soliciting potential concessionaire teams for a Public Private Partnership will be halted if the project is not in the fiscally constrained plan. Therefore, IDOT is requesting a Plan amendment at the October 9, 2013 MPO Policy Committee meeting to keep this regionally significant project moving forward.

2. Project Cost: We believe that the comparison of the Illiana project to the I-355 south extension and IL-53 north extension projects is inappropriate, as the I-355 and IL-53 extension projects include urban design elements, while the Illiana project is a rural design. The I-355 and IL-53 extension parametric unit prices must consider adjustments for urban elements not included in the Illiana project, such as wider travel lanes, concrete median barrier, multi-lane urban crossroad/overpass bridge construction, urban interchange signalization, a higher number of retaining walls and noise barriers, wider median shoulders, closed drainage systems, and cash collection systems, among other elements.

CMAP's observation that "IDOT's estimate of the project cost is low relative to other comparable projects" is not warranted, given the justification above, as well as considering the additional construction cost information that IDOT provided to CMAP staff on I-69 in Indiana and US-67 in Illinois. Based on actual bid prices, the cost per lane mile for Section 3 of I-69 was \$2.1 million per lane-mile as compared to \$5.9 million per lane-mile for the Illiana project. The geographic difference between the I-69 area and the Will County/Lake County are unit prices is approximately 25-30% higher based on IDOT and INDOT cost data from recent projects. Also, IDOT's US-67 project in Morgan County was let in June 2011 and had a cost of \$1.5 million per lane-mile for a new 6.5-mile four-lane expressway facility. Furthermore, IDOT's Illiana cost estimate is based on a detailed item quantity take-off based on the preliminary roadway profile and cross sections. Unit prices were developed from historical unit prices in Indiana and Illinois. This is consistent with the "rigorous" approach that should be used to estimate construction costs for major capital projects.

Since the Illiana Corridor project has an estimated total cost of \$500 million or more and will receive Federal financial assistance, it is considered a Major Project under FHWA guidelines and must undergo a Cost Estimate Review by the FHWA. IDOT, INDOT, and FHWA will be jointly participating in the Cost Estimate Review from August 27-30, 2013. During this review, FHWA will examine the project in great detail and approve a final cost estimate for the project under a traditional design-bid-build scenario. The final cost estimate will be made publicly available and provide further documentation of the thorough process that has been undertaken to determine the estimated project cost.

In addition, one of the greatest benefits of a P3 approach for delivering a major capital project, such as Illiana, is cost savings. Potential concessionaires have incentives to expedite completion, which typically lowers costs, to seek innovative methods for

managing, designing, selecting materials, and constructing the projects to improve efficiencies and lower costs.

3. CMAP GO TO 2040 Fiscal Constraint: As part of the GO TO 2040 Plan, CMAP developed a transportation financial plan which details the amount of funding that is reasonably expected to be available for all transportation investments from 2010-2040. CMAP determined that \$10.5 billion will be available for major capital projects that are considered a high priority to meet regional transportation needs. Projects determined to meet this criteria are considered "fiscally constrained". There are also many other important regional projects, including the Illiana Corridor project, that are listed as "fiscally unconstrained", due to the need for further planning and cost estimates. CMAP indicates that these projects may be reconsidered for inclusion in the fiscally constrained part of the plan as more detailed planning studies are available, and the project is proven to be financially viable.

During several CMAP committee meetings in August 2013, CMAP staff alluded to the possibility that if the Illiana Corridor project is added into the fiscally constrained portion of the GO TO 2040 Plan, they may remove other projects to stay within the \$10.5 billion they have currently allocated for major capital projects. IDOT does not agree that this will be necessary. As part of the plan amendment process, IDOT will demonstrate how the Illiana can be added to the GO TO 2040 Plan without removing any of the other fiscally constrained projects.

4. Other Highway Expansion Costs: CMAP's staff evaluation noted that the I-55 and I-80 Add Lanes projects included in IDOT's "No-Build Scenario" were not included in the fiscally constrained portion of GO TO 2040, and estimated the total cost of the two projects would be \$1.5 billion based upon a very cursory analysis. These projects are very important for the region, and assumed to be in place by the year 2040 regardless of whether or not the Illiana Corridor project is implemented. I-55 and I-80 are existing corridors that were constructed decades ago, and will require complete replacement, which would be largely covered in the system maintenance portion of the GO TO 2040 Plan. Using recent contract pricing for the I-55 widening from Weber Road to I-80, the incremental cost of adding a lane in each direction is expected to be \$102 million for I-80 and \$68 million for I-55 (in 2013 \$), and financial plans will be submitted as the NEPA process is advanced for these two corridors. We will continue to coordinate the ongoing I-80 study with CMAP and other stakeholders, and work to ensure that these projects are addressed in the 2014 quadrennial update of the regional plan.

As part of maintaining the existing interstate system, improvements to these corridors are needed prior to the year 2040. For example, although the I-80 from Ridge Road to US Route 30 project is not in GO TO 2040, IDOT recently requested and CMAP approved into the TIP over \$60M in a series of I-80 bridge replacements to address the most deficient bridges in the corridor (TIP 09-12-0036). We expect these corridor improvements to continue to be implemented in multiple stages over the next 30 years to address the already deteriorating infrastructure conditions.

- 5. Financing and Public-Private Partnership: IDOT and INDOT have initiated a procurement process for a P3 for the Illiana project. A Request for Information (RFI) Regarding an Innovative Project Delivery Approach for the Illiana Corridor Project was released by IDOT and INDOT on May 29, 2013. The RFI provided an opportunity to receive industry feedback prior to and at the Illiana P3 Industry Forum and associated one-on-one meetings with industry participants on June 24 and 25, 2013. As mentioned in the CMAP staff evaluation, a Request for Qualifications (RFQ) will be released this fall, followed by a Request for Proposals (RFP). Due to the potential for a P3 procurement for the Illiana Corridor, some financial information will need to remain confidential in order to not jeopardize the procurement process and to ensure competition and innovation among the potential concessionaires. The P3 procurement will be halted if the project is not in the fiscally constrained plan
- 6. 2010 Urbanized Area: The proposed South Suburban Airport and the Midewin National Tallgrass Prairie should be added to Figure 3 of CMAP's staff evaluation, so that reviewers understand that much of the land area in the middle of Will County is not available for development. It would also be useful to add concentric circles (20 and 40 mile radii) from the Chicago Loop to this figure. Will County has undeveloped areas that are closer to the regional center than many other areas in the northern, northwestern, and western quadrants. Infill within Will County is consistent with CMAP's goal for a morecompact region. The attached figure provides a better illustration of the Illiana and its relationship to the region.
- Population and Employment Forecasts:
 The CMAP staff evaluation emphasizes the fact that the Illiana Corridor study team did not use the population and employment numbers associated with

Utbanized Area (2010)

Illiana 2000R Planning Boundary

MCHENRY

LAKE

DUPAGE

GRUNDY

KANKAKEE

CMAP's preferred scenario to develop their "Build" and "No Build" socioeconomic forecasts. However, the socioeconomic forecasts develop by CMAP and IDOT serve different purposes. CMAP's socioeconomic forecasts are policy-driven, which means they are based on government entities implementing policies between now and 2040 that support CMAP's preferred scenario. Their forecasts were developed at a regional level. In order to satisfy the requirements of the National Environmental Policy Act (NEPA), IDOT must develop more focused project-level population and employment forecasts under both "Build" and "No-Build" scenarios. Throughout the development of the Illiana Corridor EIS, IDOT had several one-on-one meetings with CMAP to discuss

the forecasting methodology to be used for the study. During these meetings, IDOT submitted and secured CMAP's concurrence on the methodology used to develop the project-level socioeconomic forecasts.

In describing IDOT's socioeconomic forecasts, CMAP's staff evaluation also omits two key inputs: the 2010 Census and independent Woods and Poole economic forecasts. Unlike the CMAP socioeconomic forecasts, the IDOT socioeconomic forecasts incorporated the results of the 2010 Census. This is important, as the previous 2009 Census estimates used by the CMAP socioeconomic forecasts had some significant discrepancies to the actual 2010 Census results. For example, the City of Chicago 2010 Census population was 200,000 persons lower than the previous 2009 Census estimate.

In addition, the IDOT socioeconomic forecasts used independent Woods and Poole economic forecasts at the county level. Woods and Poole is a well respected economic forecasting firm with government clients across the country, including the Regional Transportation Authority.

Figures 4 - 8 in CMAP's staff evaluation give the impression that the differences between the two build forecasts are due to the Illiana project. Most of the differences between the two forecasts are due to the overall forecast assumptions and are reflected in the "No-Build" scenario. CMAP's and IDOT's impacts of Illiana (the difference between the "Build" and "No-Build" scenarios in both) are almost the same. Most of the difference in the Build versus No-Build scenario is in Will County where the difference in population is 5,998 persons for CMAP, and 4,809 persons for IDOT. Similarly, for employment in Will County, CMAP's difference is 2,947 jobs versus 13,910 jobs in the IDOT forecasts. Communities had reviewed the IDOT build scenario population (average increase of 10 persons per square mile in townships adjacent to the Illiana) and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth.

Lastly, since the Illiana Corridor will be a tolled facility, the socioeconomic forecasts will be used to estimate traffic, tolling, and revenue numbers. The Illiana Corridor Tier One EIS included tolled scenarios, assuming traffic retention on the Illiana ranging from 25% to 75% for screening alternatives (page 2-80 of the FEIS) and from 30% to 60% traffic retention for the EIS alternatives (page 2-104 of the FEIS). For the purposes of securing bonds for roads, more detailed financial forecasts are required at the project-level. IDOT has utilized forecasting methodologies that are similar to those used by the Illinois State Toll Highway Authority (ISTHA) for the same purpose.

8. Freight: The growing role of freight on the economy (particularly on the study area) and on traffic congestion in the southern half of the region, and the role of Illiana in mitigating such congestion should be noted. Improving freight movement efficiency is a goal of GOTO 2040, and the project location is at existing established national freight infrastructure such as railroads, interstate highways, intermodal facilities, and airports. It is important to provide linkage between these facilities. As noted in CMAP's staff evaluation, the Illiana would carry the highest percentage of truck traffic of any major capital project in GO TO 2040.

9. <u>Impact on Regional Traffic Performance</u>: CMAP's staff evaluation indicates that the Illiana will provide no significant congestion relief for travelers within the urbanized area. At the regional level, the Illiana is only 47 miles out of a much larger 461 mile expressway system. The congestion relief benefits associated with the project must be put in the proper context.

Figure 8 of the CMAP memorandum shows 40,000 vehicle hours per day of overall travel time savings for the CMAP Build versus No Build (or 96,000 vehicle hours per day for the IDOT Build versus No Build). These travel time savings have a significant value. Assuming a value of time of \$24 per hour¹ results in almost \$1 million worth of time savings every day.

Figures 8-10 in CMAP's staff evaluation show percentage change in congested VMT and VHT, all rounded to the nearest percent. This does not provide a complete description of performance, because as seen in the table below, the major new facility projects in GO TO 2040 all have very small changes in hours of congestion (all less than 1%, except for the Central Lake County Corridor and Illiana [IDOT Build]). Almost all new transportation projects will have very small percentage change effect on the region, due to the sheer size and enormous amount of travel in the seven-county northeast Illinois region.

Major Capital Project	% Change in Hours of Congestion
Illiana Project CMAP Build IDOT Build	0** -3%**
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	-4.33%
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	-0.74%
West Loop Transportation Center*	-0.06%
CTA Red Line Extension South*	0
I-294 / I-57 Interchange*	+0.25%

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

By only showing Figure 10: Impact of the Illiana on CMAP Region Expressways in the CMAP memorandum, the benefits to non-expressway facilities (arterials and collector roads) are not recognized. As seen in the table below, both the CMAP Build and IDOT Build show vehicle miles of travel and vehicle hours of travel savings for arterials and collectors, which more than offsets the increases in the expressway VMT and VHT.

^{**} CMAP rounded this figure to the nearest percent

¹ Source: NCHRP Report 456, Guidebook for Assessing the Social and Economic Effects of Transportation Projects (value of vehicle time escalated by CPI-U for Chicago region and a typical mix of passenger and trucks assumed)

Regional Travel Demand (on	CMAP No-	CMAP	IDOT No	IDOT
arterials and collectors)	Build	Build	Build	Build
Vehicle Miles of Travel (000)	132,277	131,935	138,691	136,125
Vehicle Hours of Travel (000)	5,110	5,058	5,648	5,514

Source: Figure 8 Total VMT & VHT minus Figure 10 Expressway VMT & VHT

10. <u>Economic Impacts</u>: Based on the content of the CMAP staff evaluation, IDOT is not clear on the methodologies CMAP used to determine the Gross Regional Product (GRP) estimates. As documented in the Illiana Tier One EIS, IDOT utilized PRISMTM, a regional economic impact modeling framework to evaluate the impacts of transportation sector investments on the regional economy (http://prism.pbworld.net/pbcms/web/prism/home). This software incorporates a variety of factors to determine the economic output for the project including short-term construction impacts, long-term accessibility impacts, and tax estimates.

Compared to major new facility projects in GO TO 2040 (GRP estimates from GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010), the 2040 IDOT Build scenario for the Illiana has the highest improvement over the baseline for GRP.

Major Capital Project	Change from CMAP 2040 GRP Baseline	% Change	
Illiana Project CMAP Build IDOT Build	+425,000,000 +\$2,000,000,000	+0.053% +0.20%	
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	+755,000,000	+0.12%	
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	+\$294,000,000	+0.047%	
CTA Red Line Extension South*	+\$30,000,000	+0.0048%	
West Loop Transportation Center*	+\$21,000,000	+0.0034%	
I-294 / I-57 Interchange*	+\$3,000,000	+0.0005%	

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010

- 11. Environmental Indicators: The CMAP environmental analysis as illustrated in Figures 14 16, using either forecast methodology, shows a minor impact associated with the Illiana project. However, the format of the memorandum focuses readers on the differences in methodology, rather than the actual project impacts.
- 12. The paragraph should recognize that all biologic and cultural resources were examined in Tier One based on an extensive GIS database with 130 layers of resource information. The Illiana planning process has been a great success thus far, with completion of the Tier One EIS process through a partnership with stakeholders across

a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals of the selection of the B3 Corridor.

- 13. Impervious Surface: Utilizing total impervious area as a basis for describing potential changes in watershed health presents a "worst case scenario" of potential impacts. However, the effective impervious area for this proposed project is the key to analyzing watershed impacts. The effective impervious area is typically less than the total impervious area and is affected by watershed-specific practices and the best management practices incorporated into the design. CMAP has acknowledged that low impact development practices can reduce potential effects. The findings of the Tier Two EIS will present a more accurate and representative picture of the "effective impervious area".
- 14. Regional Green Infrastructure: The Refinement of the Chicago Wilderness Green Infrastructure Vision (GIV) Final Report identified environmental resources in the Illiana Corridor study area, including forging natural resource linkages to Midewin and other natural areas, protection of high quality streams, and recognition of specific resources of concern such as grassland birds and wildlife movement. Further analysis of these resources as part of the Tier Two studies is underway, including a detailed assessment of the condition of grassland birds (particularly at Midewin), potential impacts, minimization of these impacts, and potential mitigation measures. As the GIV identifies grassland birds as a critically threatened resource, the project team has closely coordinated the grassland bird impact assessment strategy with the US Fish & Wildlife Service, US Environmental Protection Agency, US Army Corps of Engineers, Midewin Tallgrass National Prairie managed by the Forest Service, USDA, and the IL. Department of Natural Resources.

Regarding the GIV exhibit and key green corridors identified, the Illiana project team has analyzed the riparian corridors in the vicinity of the project, and has considered the connectivity of these corridors to natural areas north and south of the Illiana Corridor including Midewin. Many of the resources impacted as noted in the CMAP staff evaluation (280 acres) are unavoidable given the predominant east-west orientation of Illiana Corridor. The project team is developing strategies for maintaining the riparian corridors for wildlife movement and protecting water quality in these streams through the use of natural buffers. Detailed stream assessments have been completed to identify high quality aquatic resources and measures to protect these resources will be presented in the Tier Two document.

15. <u>Water Use</u>: Regarding groundwater supply, the best management practices (BMPs) being considered for the Illiana Corridor would filter stormwater runoff, detain, and, to some extent, promote infiltration of stormwater runoff. Infiltration can promote groundwater recharge.

BMP swales and basins would be constructed along the Illiana roadside wherever they can physically be installed and provide a functional benefit. BMP swales include roadside ditches or swales designed to optimize pollutant removal. The BMP swales and basins (and other infiltration BMPs) may be designed with gravel bases that, to the extent possible (based on the underlying geology), would be over-excavated to intersect with the underlying parent sands and gravels to promote groundwater recharge and limit surface water runoff. The BMP swales and basins could be designed to capture a water quality volume which would reduce the total surface water discharge volume from the site. These facilities would be designed to have native species and typically have wetland bottoms. The Illiana design and analysis assumes that the water quality volume would be based on a 0.75 inch event. Rain events at or below this volume would be captured onsite and infiltrated, evaporated, or evapotranspirated.

16. Technical Task Force Meetings: It should be noted that key county and local planning officials and agencies that will be responsible for working together on a corridor land use plan participated in the Illiana Land Use Technical Task Force meetings. Also, a detailed set of visions, goals and strategies that are consistent with CMAP GO TO 2040 policies and goals were an outcome of the process. The products of the Technical Task Force include: (1) a commitment by Will County and local land use agencies to work together on a corridor land use plan and (2) specific participant-developed strategies that will be considered and that are consistent with regional goals and objectives for concentrating future development near existing communities. Careful consideration was also given to strategies that would protect and support agriculture and environmental resources in the corridor. Communities along the corridor agreed that the Illiana build scenario population (average increase of 10 persons per square mile) and employment growth projections are reasonable, and consistent with their goals of modest manageable economic growth.

Since beginning Tier Two earlier this year, the Illiana project team has conducted over 60 meetings regarding local land use and potential project impacts. In addition, IDOT has provided a \$500,000 grant to the County to facilitate updates to local plans. While CMAP's conclusion that local plans may not reflect the Illiana project may be technically correct, it marginalizes the substantive fact that planning for the Illiana corridor is extensive and ongoing. Comparisons to local planning for the proposed South Suburban Airport (SSA) are also not meaningful, given that the SSA has been discussed for decades.



A close look at the Illiana Facts

Why Build The Illiana Corridor?



Illinois and Indiana have long served as the crossroads of American transportation and commerce. The ability to move freight through this area has been the cornerstone of the region's economy even before the railroads linked up to be a transcontinental service. Investing in this region and con-

structing the Illiana is key to building the future.

As the region grows and the demand for freight increases, the need to modernize our infrastructure by strengthening the region's global connections, linking it to international markets is a priority, keeping farms and businesses by improving the regional networks and functional connectivity is a necessity; improving economic opportunities by providing a broader range of jobs is essential in order to move the

(continued on page 4)

Daniel Burnham and
Edward Bennett's 1909 Plan
of Chicago recommends that
"At the earliest possible date
measures should be taken for
beginning what may be termed
the outer encircling highway."





What are the **Benefits** of the Illiana Corridor?

Job Creation

- Over 9,000 short-term jobs, and 28,000 long-term jobs.
- Preight and manufacturing are driving the Chicago region's economy. Core freight and manufacturing industries account for 10% of the region's employment and is responsible for 20% of the jobs created in the last two years. The construction of the Illiana will balance two key freight and manufacturing locations I-55/I-80 and southeast Cook County providing additional economic activity, additional job opportunities in freight and manufacturing.

Economic Opportunity

- \$1.4 billion in construction related short-term opportunities; \$4 billion in long-term economic opportunities.
- \$50 million in the short-term, and \$270 million in the long-term of increased tax revenue.
- CMAP estimates that the Illiana Corridor project would increase the Gross Regional Product (GRP) by \$425,000,000. This represents the second-highest GRP increase out of all projects currently included in the GO TO 2040 Plan. This shows that the Illiana is a significant driver for economic growth in the region.

(continued on page 4)



Why should the Illiana Corridor be in the fiscally constrained plan?

Because:

- > CMAP's analysis is consistent with IDOT's analysis that shows that the Illiana Corridor would not have a significant impact upon the urbanization of the region.
- > Both IDOT's and CMAP's analysis show this would be a strong trucking corridor.
- > It will support economic growth for the local communities and be a backbone for land and spatial development.
- > Communities participated and reviewed the population and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth. In response IDOT provided a \$500,000 grant to Will County to facilitate updates to local plans.
- > If Illiana Corridor project is not included in the GO TO 2040 plan, the \$40 million investment in planning will be lost, the Tier II EIS can not be completed, and IDOT will not be able to continue the process of soliciting potential concessionaire teams for Public Private Partnership (P3).
- > IDOT does not need to remove any projects within the GO TO 2040 plan to implement the Illiana Corridor.
- > The Illiana Corridor project is strongly supported by stakeholders across the study area. Of the Corridor Planning Group representatives that submitted written statements during Tier One, 59% were in support of a Build Alternative, with 90% indicating a preference for the B3 Corridor.
- This project is complimentary to CMAP's emphasis on using a Public Private Partnerships (P3) model as an innovative project delivery tool. From GO TO 2040 "CMAP also stresses the importance of other innovative financing mechanisms in the full financial plan, and many of these sources will be recommended as part of the transportation finance recommendation in GO TO 2040. While these sources are not included as "reasonably expected" in the fiscally constrained plan, it is still vital for the region to advocate for these sources in order to maintain, enhance, and expand the transportation system. These other potential sources include Public Private Partnerships..."
- > The project will generate sufficient toll revenue over the period to 2053 to repay the initial cost of the project AND the operation and maintenance costs of the facility for the term of the agreement.





Project Costs -

THE FINANCIAL PICTURE: what is in it and how it works

Costs presented to the CMAP Transportation Committee on June 7, 2013 was for \$1.25 billion, of which \$950 million would be the Illinois share. According to the Tier One Record of Decision, this estimate includes costs for construction, utility relocations, right of way, mitigation, and engineering. The Department proposes the following plan amendment to ensure that no projects be removed from the GO TO 2040 plan.

Illiana Expressway Proposed Plan Amendment

ILLIANA EXPRESSWAY

+\$0.950 billion

I-55 MANAGED LANES (Weber Rd. to I-90/94)

- \$0.920 billion

Revise cost from \$1.320 billion to \$0.400 billion.

Justification for reduction:

Scope reduced from complete reconstruction to 3R.

I-294/I-57 INTERCHANGE

- \$0.030 billion

Revise cost from \$0.580 billion to \$0.550 billion.

Justification for reduction:

Bids coming in lower that estimated. Please note IDOT reduced estimate in MYP to \$60 million from \$110 million – further reduction possible.

If the Illiana is NOT CONSTRUCTED

- The costs required to maintain the existing road network that will deteriorate faster as a result of traffic will be \$727 million (YOE). This is over a 50 year period and it does not include any capacity improvements.
- The systemwide congestions that Illiana is designed to address will not be done resulting in countless intersections needing to be improved and numerous arterials will need to be widened to achieve the same reduction in congestion that the Illiana will provide. It is important to note that majority of these roads are municipal and county roads that are not under IDOT jurisdiction. This will have a great impact on county and municipal transportation budgets.
- The Tier One study team evaluated widening arterial roads as an alternative
 to the Illiana. The arterial with the least impact and reasonable alternative
 was widening Wilmington-Peotone Road. This alternative will reduce system
 wide congestion by 1,000 daily VHT, this is only a fraction of the 14,100 (7%)
 daily VHT that Illiana would carry. In addition this improvement is estimated
 to cost up to \$645M (2013), which is about half the cost of the Illiana.
- In addition, the team evaluated the impacts of various Illiana retention rates under tolled scenarios. With a 25% retention rate, the Illiana project per forms much better than the widening of Wilmington-Peotone Road.

- It is important to note that IDOT's no-build scenario widens every road we
 can reasonably assume to be in place by the year 2040 (I-80 widening,
 I-55 widening, US 30 add lanes, IL 394 and US 45 add lanes) and
 congestion still remains. The Illiana Corridor is needed whether or not
 IDOT's no-build scenario widens every road.
- If the projects in the no-build scenario are not completed, the Illiana will be
 of greater demand, and be more valuable for not only IDOT's investment,
 but also for Will and South Cook Counties that are experiencing the impacts
 of a growing economy and demand of freight logistics and distribution.

Operating and Maintenance - The FACTS:

- The estimated cost for Illiana is \$1.25B Total. This includes engineering, land acquisition and construction. Illinois' portion is estimated to be 75% or \$950M.
- The operating and maintenance (O&M) costs for the Illiana Corridor over a 50 year period are approximately \$870 million.
- The Illiana Corridor is proposed as a Public Private Partnership (P3), which will reduce the overall public contribution required and offset project costs to the private sector.





Benefits of the Illiana Corridor

(continued from page 1)

- It will provide a continuous high speed freight corridor between Illinois and Indiana.
- It supports the projected growth in population and employment expected to double by 2040.
- The value of travel time savings in the region is \$5B over a typical 75 year life.
- It will improve access to the proposed South Suburban Airport.
- It will improve accessibility to one of the largest intermodal freight areas in America projected to increase by 47,000 truck trips by 2040.

Safety

- It will serve as a bypass for trucks around the congested metropolitan area highways.
- It will reduce the strain of truck traffic on local roads, improving safety, cutting commuting times, and reducing congestion.
- It reduces vehicle miles of travel on arterial roads in study area by 26 million miles annually.
- » It will improve safety by shifting longer distance traffic off local roads resulting in lower crash rates.

Efficiency

- The use of a Public Private Partnership (P3s) will reduce costs, and expedite implementation.
- The toll road proposed will enable the project to use user fees to support the construction development and operation of the Illiana.

Environmental

- The project is designed to reduce the number of miles traveled, hours of emissions, and fuel wasted due to cars and trucks caught in congestion and traffic.
- The project is very sustainable and the use of storm water best management practices, wild life crossings, and other environmentally sensitive practices is a priority.

Why Build the Illiana Corridor (continued from page 1)

economy in the right direction. If transportation systems are not updated, future generations will pay the price for poor connectivity high freight costs, congestion resulting in increased travel times and poor economic activity which will result in a loss of jobs for the region.



INVESTING in the Illiana is vital for the future growth of our region as it will improve the network needed and infrastructure needed for an efficient distribution of goods and services across the region, state, nation and the world. It will create an invaluable regional asset for the Midwest promot-

ing and supporting the business environment, workforce, global economy, quality of life all of which are the main factors needed to strengthen surrounding communities and drive prosperity.



Illiana will support one of the largest container ports in the U.S., including two existing and two planned intermodal facilities and over 150 distribution facilities in the region.



September 9, 2013

Ms. Paula J. Trigg, P.E.
County Engineer/Director of Transportation
Lake County Division of Transportation
600 W Winchester Road
Libertyville, IL 60048

Dear Ms. Trigg:

In preparation for our meeting on September 11, 2013, I wanted to share the following information with you. I know that Chicago Metropolitan Agency for Planning (CMAP) staff have presented a negative analysis about the Illiana Corridor Project, and when we meet I would like to discuss in further detail issues with that analysis. In order to maximize the use of our time, I want to share with you some of our concerns.

GOTO 2040 Plan

The Illiana Corridor Project was included in the GOTO 2040 Plan. This set the stage for a successful bi-state planning effort that has included more stakeholder participation, technical studies and agency oversight than any other project that was being considered prior to adoption of the Plan in the fall of 2010. CMAP staff has participated throughout the Illiana planning process, and while we are concerned about the timing of their emerging opposition to the project, we are equally concerned about the analysis that supports their opposition.

CMAP Evaluation

Our detailed analysis of the CMAP staff review of the Illiana project reveals that CMAP's review is cursory, and does not provide a sufficient technical justification for opposing the project. Further, CMAP's evaluation attempts to marginalize the extensive work completed by IDOT and project stakeholders as part of the EIS process. The following summarizes some of the specific issues noted in CMAP's review:

- The Illiana project is being compared to a 460 mile expressway system.
 However, even when considering CMAP's analysis, the Illiana project will provide approximately \$1.0 million in daily travel time savings.
- CMAP's evaluation of the economic benefits of the Illiana project did not make any comparison to other projects currently in the GOTO 2040 Plan. If

Ms. Paula J. Trigg September 9, 2013 Page 2

such a comparison was made, the Illiana would have the second highest increase in Gross Regional Product of any "new facility" type project in the Plan. In addition, the Illiana project would create 9,000 construction related short term jobs, and 28,000 long term jobs, which would be spread throughout the region.

- Based on updated financial analysis, the project will generate toll revenue that will completely pay for the project as well as the operation and maintenance of the facility by 2053.
- The addition of the Illiana project to the fiscally constrained list of major capital projects will not impact other projects on that list. The Illiana Corridor project will be a toll road, and based upon our most recent financial analysis, the project will pay for itself by 2053. Even without considering toll revenue from the Illiana Corridor project, we will be able to cover \$950 million required for the Illinois share of project by adjusting the costs of other IDOT projects in the GOTO 2040 Plan, as described below:
 - I-55 Managed Lanes. This project was advertised in 2010 for consultant services to provide a managed lane on I-55 at an estimated construction cost of \$400 million. However, the GOTO 2040 Plan initially identified a construction cost at \$1.6 billion and assumed complete reconstruction. However, IDOT knows that converting the existing inside shoulders, which were previously widened in the 1990s as part of the reconstruction/rehabilitation of I-55, would cost substantially less. Since a full reconstruction is not needed, the \$1.6 billion estimate is no longer accurate. Furthermore, the initial \$1.6 billion estimate was reduced to \$1.32 billion during the March 2013 amendment to the GOTO 2040 Plan to include the Circle Interchange project in the list of fiscally constrained capital projects even though this project is primarily maintenance of an existing interchange. During the CMAP Board and Metropolitan Planning Organization Policy Committee meetings amending the GOTO 2040 Plan, CMAP acknowledged that the GOTO 2040 plan did not include a comprehensive Interstate plan identifying the region's Interstate transportation needs. As such, CMAP was not aware of the previous I-55 reconstruction/rehabilitation project. Consequently, complete reconstruction of I-55 is not warranted and the estimated cost of the I-55 managed lanes project is only \$400 million, a savings of over \$900 million.
 - I-57/I-294 Interchange. The cost of the I-57/I-294 Interchange was revised from \$580 million to \$550 million, due to actual bids coming in lower than estimated. This is one of the benefits of constructing these major projects now since prices are competitive and bids are coming in lower than expected. Additionally, the first phase of this project is almost \$130 million under previous estimates due to the current competitive bidding environment.

With all of these cost adjustments totaling \$950 million, there is more than enough room to add the Illiana into the fiscally constrained portion of the GOTO 2040 plan without needing to remove any other project. One other

Ms. Paula J. Trigg September 9, 2013 Page 3

important fact is that because the Illiana will be a toll road there will be toll revenues that will offset the cost of the Illiana Corridor project over time. Under the FHWA guidance, a new toll or other user fee facility that is supported by the Governor, legislature, and/or other appropriate local/regional decision-makers, is considered funding that can be reasonably expected to be available to a region for a particular project. The GOTO 2040 Plan does not include the Public Private Partnership funding that will be available for the Illiana project as part of the overall funding that can be reasonably expected to be available to the region. We believe that is problematic since we know there will be fees generated by the tolls.

County Projects

Over the past 5 years, IDOT has committed over \$400 million towards construction and preconstruction activities for projects within and adjacent to Lake County, which demonstrates a strong commitment to improving transportation in your County. District One understands Lake County's priorities and has regular meetings with your staff to discuss the highway transportation priorities of the Lake County Transportation Alliance. Major improvements in Lake County during the past 5 years include interchange modification at US 41 at Illinois 132 (remaining intersection work recently added to the FY 2014-2019 Multimodal Transportation Improvement Program), add-lanes along US 45 in the Grayslake/Gurnee area, add-lanes along Illinois 22 in the Bannockburn area, and improvements along Illinois 83 in Antioch.

Our sister agency, the Tollway, completed the \$1.34 billion North Tri-State Tollway project in 2009 which included several interchange improvements with State highways in Lake County such as Illinois 22. This project serves Lake County residents and will improve travel to both Wisconsin and Chicago. Governor Quinn's Illinois Jobs Now! Capital Program included funding to complete the remaining segment of I-94 between the Wisconsin State Lane and Illinois 173 which is currently under construction.

Governor Quinn's Illinois Jobs Now! Capital Program also included engineering funding for several capacity improvement projects of priority to both IDOT and Lake County including US 45 both north and south of the Milburn By-Pass, Illinois 83 south of the recently completed project to Illinois 120, Illinois 137, and Illinois 173. Our goal is to have these projects developed and ready for future funding as part of our regular highway programs or as priorities for a future Capital Program.

We have worked closely with Lake County to advance improvements along Illinois 21 in Libertyville through IDOT's annual appropriations with a majority of the costs reimbursed utilizing Lake County's Challenge Bond funds. We appreciate the County's significant financial role in this project, and we look to

Ms. Paula J. Trigg September 9, 2013 Page 4

continue this type of success as we advance the Milburn By-Pass project to construction in the upcoming years.

We also look forward to participating in the Tollway's planning for the Illinois Route 53 Extension project, which will provide improved access to both Lake and McHenry County.

Conclusion

In the past, other important transportation projects in our region have been stalled and endlessly debated. The Illiana Corridor has strong local support in Will County much like many of the projects IDOT has delivered in Lake County. The Illiana will strengthen our economic competitiveness both regionally and internationally by supporting freight and trucking needs in this area. This project has a chance to be truly historic as a Public Private Partnership, which will bring private capital to Illinois and expand our ability to deliver projects. IDOT has a long history of addressing critical transportation needs throughout the region, and has invested billions in doing so, and we look forward to continuing our partnership and furthering our common goal of addressing transportation issues in Lake County and the region. I would greatly appreciate your support for the Illiana project, and look forward to meeting with you on September 11, 2013, at 10:30 a.m., at the James R. Thompson Center, located at 100 West Randolph Street, Suite 6-600, Chicago, Illinois 60601.

Sincerely,

Ann L. Schneider

1 Thurider

Secretary

Attachment



100 N. Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

IDOT COMMENTS ON JULY 30, 2013 CMAP STAFF EVALUATION MEMORANDUM OF THE ILLIANA CORRIDOR TO THE TRANSPORTATION COMMITTEE August 19, 2013

The Illiana project is consistent with the major themes of GO TO 2040, particularly in addressing Regional Mobility. The Illiana Corridor will provide a vitally needed east-west link that improves travel locally, regionally, and even nationally by providing an alternative for trucks passing through the region and for interstate truck and auto traffic on I-80. It will allow for more efficient freight movement through the region by improving access to one of the largest existing intermodal freight areas in the U.S. The Illiana project is consistent with CMAP's User Pays goal as it is proposed as a tolled facility, and the use of innovative financing in the form of a public-private partnership (P3) to leverage private investment. The Illiana project team has also worked with Will County and the affected communities to integrate the Illiana project into their local plans to ensure consistency with the Livable Communities theme. The Illiana project will create jobs and economic development supporting CMAP's Human Capital theme. In addition, IDOT is conducting an inclusive, transparent process to develop the Illiana Corridor Environmental Impact Statement (EIS), which is consistent with the Efficient Governance theme.

IDOT has reviewed CMAP's July 30, 2013 staff evaluation of the proposed amendment to the GO TO 2040 Plan to include the Illiana Corridor project. Overall, the key CMAP evaluation findings were similar to the Illiana Corridor Study findings. Both CMAP and IDOT show that building the Illiana will result in a small increase in the urbanization of the region. Both CMAP and IDOT show similar improvements in travel performance, and demonstrate that the project will serve as a strong trucking corridor. As noted below, IDOT believes that the Illiana project is viable from a financial perspective and that the environment and local planning has been comprehensively addressed in the tiered EIS process.

Our comments on the memorandum are presented below.

1. <u>Project Status</u>: The planning work (i.e., EIS) for the Illiana Corridor project was included in the fiscally constrained portion of the GO TO 2040 Plan, and set the stage for initiating studies in the Spring of 2011. The Illiana planning process has been a great success thus far, with completion of the first portion of the EIS process (Tier One) through a partnership with stakeholders across a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals.

CMAP staff has participated in the process from the very beginning, with extensive data sharing, one on one meetings, and as a member of the Illiana Corridor Planning Group. However, CMAP's staff evaluation only briefly acknowledges Tier One and the ongoing Tier Two efforts. Instead, CMAP has created a new process for evaluating the





Illiana project that marginalizes the NEPA process. The level of information being furnished by IDOT in support of this Plan amendment request is well beyond the level of technical detail and stakeholder outreach undertaken for any project considered in the development of the GO TO 2040 Plan. A \$40 Million investment in the planning for the project will be lost, and the process for soliciting potential concessionaire teams for a Public Private Partnership will be halted if the project is not in the fiscally constrained plan. Therefore, IDOT is requesting a Plan amendment at the October 9, 2013 MPO Policy Committee meeting to keep this regionally significant project moving forward.

2. Project Cost: We believe that the comparison of the Illiana project to the I-355 south extension and IL-53 north extension projects is inappropriate, as the I-355 and IL-53 extension projects include urban design elements, while the Illiana project is a rural design. The I-355 and IL-53 extension parametric unit prices must consider adjustments for urban elements not included in the Illiana project, such as wider travel lanes, concrete median barrier, multi-lane urban crossroad/overpass bridge construction, urban interchange signalization, a higher number of retaining walls and noise barriers, wider median shoulders, closed drainage systems, and cash collection systems, among other elements.

CMAP's observation that "IDOT's estimate of the project cost is low relative to other comparable projects" is not warranted, given the justification above, as well as considering the additional construction cost information that IDOT provided to CMAP staff on I-69 in Indiana and US-67 in Illinois. Based on actual bid prices, the cost per lane mile for Section 3 of I-69 was \$2.1 million per lane-mile as compared to \$5.9 million per lane-mile for the Illiana project. The geographic difference between the I-69 area and the Will County/Lake County are unit prices is approximately 25-30% higher based on IDOT and INDOT cost data from recent projects. Also, IDOT's US-67 project in Morgan County was let in June 2011 and had a cost of \$1.5 million per lane-mile for a new 6.5-mile four-lane expressway facility. Furthermore, IDOT's Illiana cost estimate is based on a detailed item quantity take-off based on the preliminary roadway profile and cross sections. Unit prices were developed from historical unit prices in Indiana and Illinois. This is consistent with the "rigorous" approach that should be used to estimate construction costs for major capital projects.

Since the illiana Corridor project has an estimated total cost of \$500 million or more and will receive Federal financial assistance, it is considered a Major Project under FHWA guidelines and must undergo a Cost Estimate Review by the FHWA. IDOT, INDOT, and FHWA will be jointly participating in the Cost Estimate Review from August 27-30, 2013. During this review, FHWA will examine the project in great detail and approve a final cost estimate for the project under a traditional design-bid-build scenario. The final cost estimate will be made publicly available and provide further documentation of the thorough process that has been undertaken to determine the estimated project cost.

In addition, one of the greatest benefits of a P3 approach for delivering a major capital project, such as Illiana, is cost savings. Potential concessionaires have incentives to expedite completion, which typically lowers costs, to seek innovative methods for

managing, designing, selecting materials, and constructing the projects to improve efficiencies and lower costs.

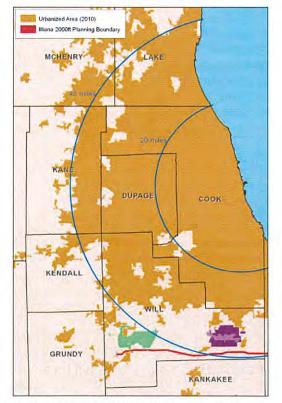
3. CMAP GO TO 2040 Fiscal Constraint: As part of the GO TO 2040 Plan, CMAP developed a transportation financial plan which details the amount of funding that is reasonably expected to be available for all transportation investments from 2010-2040. CMAP determined that \$10.5 billion will be available for major capital projects that are considered a high priority to meet regional transportation needs. Projects determined to meet this criteria are considered "fiscally constrained". There are also many other important regional projects, including the Illiana Corridor project, that are listed as "fiscally unconstrained", due to the need for further planning and cost estimates. CMAP indicates that these projects may be reconsidered for inclusion in the fiscally constrained part of the plan as more detailed planning studies are available, and the project is proven to be financially viable.

During several CMAP committee meetings in August 2013, CMAP staff alluded to the possibility that if the Illiana Corridor project is added into the fiscally constrained portion of the GO TO 2040 Plan, they may remove other projects to stay within the \$10.5 billion they have currently allocated for major capital projects. IDOT does not agree that this will be necessary. As part of the plan amendment process, IDOT will demonstrate how the Illiana can be added to the GO TO 2040 Plan without removing any of the other fiscally constrained projects.

4. Other Highway Expansion Costs: CMAP's staff evaluation noted that the I-55 and I-80 Add Lanes projects included in IDOT's "No-Build Scenario" were not included in the fiscally constrained portion of GO TO 2040, and estimated the total cost of the two projects would be \$1.5 billion based upon a very cursory analysis. These projects are very important for the region, and assumed to be in place by the year 2040 regardless of whether or not the Illiana Corridor project is implemented. I-55 and I-80 are existing corridors that were constructed decades ago, and will require complete replacement, which would be largely covered in the system maintenance portion of the GO TO 2040 Plan. Using recent contract pricing for the I-55 widening from Weber Road to I-80, the incremental cost of adding a lane in each direction is expected to be \$102 million for I-80 and \$68 million for I-55 (in 2013 \$), and financial plans will be submitted as the NEPA process is advanced for these two corridors. We will continue to coordinate the ongoing I-80 study with CMAP and other stakeholders, and work to ensure that these projects are addressed in the 2014 quadrennial update of the regional plan.

As part of maintaining the existing interstate system, improvements to these corridors are needed prior to the year 2040. For example, although the I-80 from Ridge Road to US Route 30 project is not in GO TO 2040, IDOT recently requested and CMAP approved into the TIP over \$60M in a series of I-80 bridge replacements to address the most deficient bridges in the corridor (TIP 09-12-0036). We expect these corridor improvements to continue to be implemented in multiple stages over the next 30 years to address the already deteriorating infrastructure conditions.

- 5. Financing and Public-Private Partnership: IDOT and INDOT have initiated a procurement process for a P3 for the Illiana project. A Request for Information (RFI) Regarding an Innovative Project Delivery Approach for the Illiana Corridor Project was released by IDOT and INDOT on May 29, 2013. The RFI provided an opportunity to receive industry feedback prior to and at the Illiana P3 Industry Forum and associated one-on-one meetings with industry participants on June 24 and 25, 2013. As mentioned in the CMAP staff evaluation, a Request for Qualifications (RFQ) will be released this fall, followed by a Request for Proposals (RFP). Due to the potential for a P3 procurement for the Illiana Corridor, some financial information will need to remain confidential in order to not jeopardize the procurement process and to ensure competition and innovation among the potential concessionaires. The P3 procurement will be halted if the project is not in the fiscally constrained plan
- 2010 Urbanized Area: The proposed South Suburban Airport and the Midewin National Tallgrass Prairie should be added to Figure 3 of CMAP's staff evaluation, so that reviewers understand that much of the land area in the middle of Will County is not available for development. It would also be useful to add concentric circles (20 and 40 mile radii) from the Chicago Loop to this figure. Will County has undeveloped areas that are closer to the regional center than many other areas in the northern, northwestern, and western quadrants. Infill within Will County is consistent with CMAP's goal for a morecompact region. The attached figure provides a better illustration of the Illiana and its relationship to the region.
- 7. Population and Employment Forecasts:
 The CMAP staff evaluation emphasizes the fact that the Illiana Corridor study team did not use the population and employment numbers associated with



CMAP's preferred scenario to develop their "Build" and "No Build" socioeconomic forecasts. However, the socioeconomic forecasts develop by CMAP and IDOT serve different purposes. CMAP's socioeconomic forecasts are policy-driven, which means they are based on government entities implementing policies between now and 2040 that support CMAP's preferred scenario. Their forecasts were developed at a regional level. In order to satisfy the requirements of the National Environmental Policy Act (NEPA), IDOT must develop more focused project-level population and employment forecasts under both "Build" and "No-Build" scenarios. Throughout the development of the Illiana Corridor EIS, IDOT had several one-on-one meetings with CMAP to discuss

the forecasting methodology to be used for the study. During these meetings, IDOT submitted and secured CMAP's concurrence on the methodology used to develop the project-level socioeconomic forecasts.

In describing IDOT's socioeconomic forecasts, CMAP's staff evaluation also omits two key inputs: the 2010 Census and independent Woods and Poole economic forecasts. Unlike the CMAP socioeconomic forecasts, the IDOT socioeconomic forecasts incorporated the results of the 2010 Census. This is important, as the previous 2009 Census estimates used by the CMAP socioeconomic forecasts had some significant discrepancies to the actual 2010 Census results. For example, the City of Chicago 2010 Census population was 200,000 persons lower than the previous 2009 Census estimate.

In addition, the IDOT socioeconomic forecasts used independent Woods and Poole economic forecasts at the county level. Woods and Poole is a well respected economic forecasting firm with government clients across the country, including the Regional Transportation Authority.

Figures 4 - 8 in CMAP's staff evaluation give the impression that the differences between the two build forecasts are due to the Illiana project. Most of the differences between the two forecasts are due to the overall forecast assumptions and are reflected in the "No-Build" scenario. CMAP's and IDOT's impacts of Illiana (the difference between the "Build" and "No-Build" scenarios in both) are almost the same. Most of the difference in the Build versus No-Build scenario is in Will County where the difference in population is 5,998 persons for CMAP, and 4,809 persons for IDOT. Similarly, for employment in Will County, CMAP's difference is 2,947 jobs versus 13,910 jobs in the IDOT forecasts. Communities had reviewed the IDOT build scenario population (average increase of 10 persons per square mile in townships adjacent to the Illiana) and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth.

Lastly, since the Illiana Corridor will be a tolled facility, the socioeconomic forecasts will be used to estimate traffic, tolling, and revenue numbers. The Illiana Corridor Tier One EIS included tolled scenarios, assuming traffic retention on the Illiana ranging from 25% to 75% for screening alternatives (page 2-80 of the FEIS) and from 30% to 60% traffic retention for the EIS alternatives (page 2-104 of the FEIS). For the purposes of securing bonds for roads, more detailed financial forecasts are required at the project-level. IDOT has utilized forecasting methodologies that are similar to those used by the Illinois State Toll Highway Authority (ISTHA) for the same purpose.

8. Freight: The growing role of freight on the economy (particularly on the study area) and on traffic congestion in the southern half of the region, and the role of Illiana in mitigating such congestion should be noted. Improving freight movement efficiency is a goal of GOTO 2040, and the project location is at existing established national freight infrastructure such as railroads, interstate highways, intermodal facilities, and airports. It is important to provide linkage between these facilities. As noted in CMAP's staff evaluation, the Illiana would carry the highest percentage of truck traffic of any major capital project in GO TO 2040.

9. <u>Impact on Regional Traffic Performance</u>: CMAP's staff evaluation indicates that the Illiana will provide no significant congestion relief for travelers within the urbanized area. At the regional level, the Illiana is only 47 miles out of a much larger 461 mile expressway system. The congestion relief benefits associated with the project must be put in the proper context.

Figure 8 of the CMAP memorandum shows 40,000 vehicle hours per day of overall travel time savings for the CMAP Build versus No Build (or 96,000 vehicle hours per day for the IDOT Build versus No Build). These travel time savings have a significant value. Assuming a value of time of \$24 per hour¹ results in almost \$1 million worth of time savings every day.

Figures 8-10 in CMAP's staff evaluation show percentage change in congested VMT and VHT, all rounded to the nearest percent. This does not provide a complete description of performance, because as seen in the table below, the major new facility projects in GO TO 2040 all have very small changes in hours of congestion (all less than 1%, except for the Central Lake County Corridor and Illiana [IDOT Build]). Almost all new transportation projects will have very small percentage change effect on the region, due to the sheer size and enormous amount of travel in the seven-county northeast Illinois region.

Major Capital Project	% Change in Hours of Congestion
Illiana Project	
CMAP Build	0**
IDOT Build	-3%**
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	-4.33%
Elgin O'Hare East Extension, Add	
Lanes & West O'Hare Bypass*	-0.74%
West Loop Transportation Center*	-0.06%
CTA Red Line Extension South*	0
I-294 / I-57 interchange*	+0.25%

^{*} Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010
** CMAP rounded this figure to the nearest percent

By only showing Figure 10: Impact of the Illiana on CMAP Region Expressways in the CMAP memorandum, the benefits to non-expressway facilities (arterials and collector roads) are not recognized. As seen in the table below, both the CMAP Build and IDOT Build show vehicle miles of travel and vehicle hours of travel savings for arterials and collectors, which more than offsets the increases in the expressway VMT and VHT.

¹ Source: NCHRP Report 456, Guidebook for Assessing the Social and Economic Effects of Transportation Projects (value of vehicle time escalated by CPI-U for Chicago region and a typical mix of passenger and trucks assumed)

Regional Travel Demand (on	CMAP No-	CMAP	IDOT No	IDOT
arterials and collectors)	Build	Build	Build	Build
Vehicle Miles of Travel (000)	132,277	131,935	138,691	136,125
Vehicle Hours of Travel (000)	5,110	5,058	5,648	5,514

Source: Figure 8 Total VMT & VHT minus Figure 10 Expressway VMT & VHT

10. Economic Impacts: Based on the content of the CMAP staff evaluation, IDOT is not clear on the methodologies CMAP used to determine the Gross Regional Product (GRP) estimates. As documented in the Illiana Tier One EIS, IDOT utilized PRISM™, a regional economic impact modeling framework to evaluate the impacts of transportation sector investments on the regional economy (http://prism.pbworld.net/pbcms/web/prism/home). This software incorporates a variety of factors to determine the economic output for the project including short-term construction impacts, long-term accessibility impacts, and tax estimates.

Compared to major new facility projects in GO TO 2040 (GRP estimates from GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010), the 2040 IDOT Build scenario for the Illiana has the highest improvement over the baseline for GRP.

Major Capital Project	Change from CMAP 2040 GRP Baseline	% Change
Illiana Project CMAP Build IDOT Build	+425,000,000 +\$2,000,000,000	+0.053% +0.20%
Central Lake County Corridor (IL-53 north and IL-120 limited access)*	+755,000,000	+0.12%
Elgin O'Hare East Extension, Add Lanes & West O'Hare Bypass*	+\$294,000,000	+0.047%
CTA Red Line Extension South*	+\$30,000,000	+0.0048%
West Loop Transportation Center*	+\$21,000,000	+0.0034%
I-294 / I-57 Interchange*	+\$3,000,000	+0.0005%

- * Source: GO TO 2040 Major Capital Projects, Originally drafted February 2010, Updated October 2010
- 11. Environmental Indicators: The CMAP environmental analysis as illustrated in Figures 14 16, using either forecast methodology, shows a minor impact associated with the Illiana project. However, the format of the memorandum focuses readers on the differences in methodology, rather than the actual project impacts.
- 12. The paragraph should recognize that all biologic and cultural resources were examined in Tier One based on an extensive GIS database with 130 layers of resource information. The Illiana planning process has been a great success thus far, with completion of the Tier One EIS process through a partnership with stakeholders across

a bi-state 950 square mile study area, as well as partnerships between two State DOTs, two Federal Highway Administration division offices, and all of the bi-state region's environmental regulatory agencies. This represents an unprecedented level of stakeholder participation, technical expertise, and agency oversight, with literally hundreds of stakeholder and agency meetings that supported the Tier One findings and approvals of the selection of the B3 Corridor.

- 13. Impervious Surface: Utilizing total impervious area as a basis for describing potential changes in watershed health presents a "worst case scenario" of potential impacts. However, the effective impervious area for this proposed project is the key to analyzing watershed impacts. The effective impervious area is typically less than the total impervious area and is affected by watershed-specific practices and the best management practices incorporated into the design. CMAP has acknowledged that low impact development practices can reduce potential effects. The findings of the Tier Two EIS will present a more accurate and representative picture of the "effective impervious area".
- 14. Regional Green Infrastructure: The Refinement of the Chicago Wilderness Green Infrastructure Vision (GIV) Final Report identified environmental resources in the Illiana Corridor study area, including forging natural resource linkages to Midewin and other natural areas, protection of high quality streams, and recognition of specific resources of concern such as grassland birds and wildlife movement. Further analysis of these resources as part of the Tier Two studies is underway, including a detailed assessment of the condition of grassland birds (particularly at Midewin), potential impacts, minimization of these impacts, and potential mitigation measures. As the GIV identifies grassland birds as a critically threatened resource, the project team has closely coordinated the grassland bird impact assessment strategy with the US Fish & Wildlife Service, US Environmental Protection Agency, US Army Corps of Engineers, Midewin Tallgrass National Prairie managed by the Forest Service, USDA, and the IL Department of Natural Resources.

Regarding the GIV exhibit and key green corridors identified, the Illiana project team has analyzed the riparian corridors in the vicinity of the project, and has considered the connectivity of these corridors to natural areas north and south of the Illiana Corridor including Midewin. Many of the resources impacted as noted in the CMAP staff evaluation (280 acres) are unavoidable given the predominant east-west orientation of Illiana Corridor. The project team is developing strategies for maintaining the riparian corridors for wildlife movement and protecting water quality in these streams through the use of natural buffers. Detailed stream assessments have been completed to identify high quality aquatic resources and measures to protect these resources will be presented in the Tier Two document.

15. <u>Water Use</u>: Regarding groundwater supply, the best management practices (BMPs) being considered for the Illiana Corridor would filter stormwater runoff, detain, and, to some extent, promote infiltration of stormwater runoff. Infiltration can promote groundwater recharge.

BMP swales and basins would be constructed along the Illiana roadside wherever they can physically be installed and provide a functional benefit. BMP swales include roadside ditches or swales designed to optimize pollutant removal. The BMP swales and basins (and other infiltration BMPs) may be designed with gravel bases that, to the extent possible (based on the underlying geology), would be over-excavated to intersect with the underlying parent sands and gravels to promote groundwater recharge and limit surface water runoff. The BMP swales and basins could be designed to capture a water quality volume which would reduce the total surface water discharge volume from the site. These facilities would be designed to have native species and typically have wetland bottoms. The Illiana design and analysis assumes that the water quality volume would be based on a 0.75 inch event. Rain events at or below this volume would be captured onsite and infiltrated, evaporated, or evapotranspirated.

16. Technical Task Force Meetings: It should be noted that key county and local planning officials and agencies that will be responsible for working together on a corridor land use plan participated in the Illiana Land Use Technical Task Force meetings. Also, a detailed set of visions, goals and strategies that are consistent with CMAP GO TO 2040 policies and goals were an outcome of the process. The products of the Technical Task Force include: (1) a commitment by Will County and local land use agencies to work together on a corridor land use plan and (2) specific participant-developed strategies that will be considered and that are consistent with regional goals and objectives for concentrating future development near existing communities. Careful consideration was also given to strategies that would protect and support agriculture and environmental resources in the corridor. Communities along the corridor agreed that the Illiana build scenario population (average increase of 10 persons per square mile) and employment growth projections are reasonable, and consistent with their goals of modest manageable economic growth.

Since beginning Tier Two earlier this year, the Illiana project team has conducted over 60 meetings regarding local land use and potential project impacts. In addition, IDOT has provided a \$500,000 grant to the County to facilitate updates to local plans. While CMAP's conclusion that local plans may not reflect the Illiana project may be technically correct, it marginalizes the substantive fact that planning for the Illiana corridor is extensive and ongoing. Comparisons to local planning for the proposed South Suburban Airport (SSA) are also not meaningful, given that the SSA has been discussed for decades.

A close look at the Illiana Facts

Why Build The Illiana Corridor?



Illinois and Indiana have long served as the crossroads of American transportation and commerce. The ability to move freight through this area has been the cornerstone of the region's economy even before the railroads linked up to be a transcontinental service. Investing in this region and con-

structing the Illiana is key to building the future.

As the region grows and the demand for freight increases, the need to modernize our infrastructure by strengthening the region's global connections, linking it to international markets is a priority, keeping farms and businesses by improving the regional networks and functional connectivity is a necessity; improving economic opportunities by providing a broader range of jobs is essential in order to move the

(continued on page 4)

Daniel Burnham and Edward Bennett's 1909 Plan of Chicago recommends that "At the earliest possible date measures should be taken for beginning what may be termed the outer encircling highway."





What are the **Benefits** of the Illiana Corridor?

Job Creation

- Over 9,000 short-term jobs, and 28,000 long-term jobs.
- Preight and manufacturing are driving the Chicago region's economy. Core freight and manufacturing industries account for 10% of the region's employment and is responsible for 20% of the jobs created in the last two years. The construction of the Illiana will balance two key freight and manufacturing locations I-55/I-80 and southeast Cook County providing additional economic activity, additional job opportunities in freight and manufacturing.

Economic Opportunity

- \$1.4 billion in construction related short-term opportunities; \$4 billion in long-term economic opportunities.
- \$50 million in the short-term, and \$270 million in the long-term of increased tax revenue.
- >> CMAP estimates that the Illiana Corridor project would increase the Gross Regional Product (GRP) by \$425,000,000. This represents the secondhighest GRP increase out of all projects currently included in the GO TO 2040 Plan. This shows that the Illiana is a significant driver for economic growth in the region.

(continued on page 4)

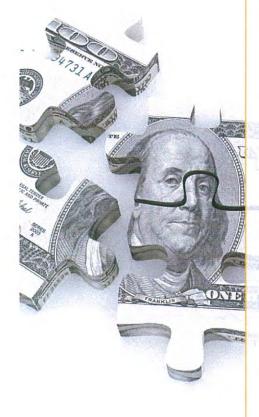




Why should the Illiana Corridor be in the fiscally constrained plan?

Because:

- > CMAP's analysis is consistent with IDOT's analysis that shows that the Illiana Corridor would not have a significant impact upon the urbanization of the region.
- > Both IDOT's and CMAP's analysis show this would be a strong trucking corridor.
- > It will support economic growth for the local communities and be a backbone for land and spatial development.
- > Communities participated and reviewed the population and employment growth projections and found them reasonable and consistent with their goals of manageable economic growth. In response IDOT provided a \$500,000 grant to Will County to facilitate updates to local plans.
- > If Illiana Corridor project is not included in the GO TO 2040 plan, the \$40 million investment in planning will be lost, the Tier II EIS can not be completed, and IDOT will not be able to continue the process of soliciting potential concessionaire teams for Public Private Partnership (P3).
- > IDOT does not need to remove any projects within the GO TO 2040 plan to implement the Illiana Corridor.
- > The Illiana Corridor project is strongly supported by stakeholders across the study area. Of the Corridor Planning Group representatives that submitted written statements during Tier One, 59% were in support of a Build Alternative, with 90% indicating a preference for the B3 Corridor.
- This project is complimentary to CMAP's emphasis on using a Public Private Partnerships (P3) model as an innovative project delivery tool. From GO TO 2040 "CMAP also stresses the importance of other innovative financing mechanisms in the full financial plan, and many of these sources will be recommended as part of the transportation finance recommendation in GO TO 2040. While these sources are not included as "reasonably expected" in the fiscally constrained plan, it is still vital for the region to advocate for these sources in order to maintain, enhance, and expand the transportation system. These other potential sources include Public Private Partnerships..."
- > The project will generate sufficient toll revenue over the period to 2053 to repay the initial cost of the project AND the operation and maintenance costs of the facility for the term of the agreement.





Project Costs – THE FINANCIAL PICTURE: what is in it and how it works

Costs presented to the CMAP Transportation Committee on June 7, 2013 was for \$1.25 billion, of which \$950 million would be the Illinois share. According to the Tier One Record of Decision, this estimate includes costs for construction, utility relocations, right of way, mitigation, and engineering. The Department proposes the following plan amendment to ensure that no projects be removed from the GO TO 2040 plan.

Illiana Expressway Proposed Plan Amendment

ILLIANA EXPRESSWAY

+\$0.950 billion

I-55 MANAGED LANES (Weber Rd. to I-90/94)

- \$0.920 billion

Revise cost from \$1.320 billion to \$0.400 billion.

Justification for reduction:

Scope reduced from complete reconstruction to 3R.

I-294/I-57 INTERCHANGE

- \$0.030 billion

Revise cost from \$0.580 billion to \$0.550 billion.

Justification for reduction:

Bids coming in lower that estimated. Please note IDOT reduced estimate in MYP to \$60 million from \$110 million – further reduction possible.

If the Illiana is NOT CONSTRUCTED

- The costs required to maintain the existing road network that will deteriorate faster as a result of traffic will be \$727 million (YOE). This is over a 50 year period and it does not include any capacity improvements.
- The systemwide congestions that Illiana is designed to address will not
 be done resulting in countless intersections needing to be improved
 and numerous arterials will need to be widened to achieve the same
 reduction in congestion that the Illiana will provide. It is important to
 note that majority of these roads are municipal and county roads that are
 not under IDOT jurisdiction. This will have a great impact on county and
 municipal transportation budgets.
- The Tier One study team evaluated widening arterial roads as an alternative
 to the Illiana. The arterial with the least impact and reasonable alternative
 was widening Wilmington-Peotone Road. This alternative will reduce system
 wide congestion by 1,000 daily VHT, this is only a fraction of the 14,100 (7%)
 daily VHT that Illiana would carry. In addition this improvement is estimated
 to cost up to \$645M (2013), which is about half the cost of the Illiana.
- In addition, the team evaluated the impacts of various Illiana retention rates under tolled scenarios. With a 25% retention rate, the Illiana project per forms much better than the widening of Wilmington-Peotone Road.

- It is important to note that IDOT's no-build scenario widens every road we
 can reasonably assume to be in place by the year 2040 (I-80 widening,
 I-55 widening, US 30 add lanes, IL 394 and US 45 add lanes) and
 congestion still remains. The Illiana Corridor is needed whether or not
 IDOT's no-build scenario widens every road.
- If the projects in the no-build scenario are not completed, the Illiana will be
 of greater demand, and be more valuable for not only IDOT's investment,
 but also for Will and South Cook Counties that are experiencing the impacts
 of a growing economy and demand of freight logistics and distribution.

Operating and Maintenance - The FACTS:

- The estimated cost for Illiana is \$1.25B Total. This includes engineering, land acquisition and construction. Illinois' portion is estimated to be 75% or \$950M.
- The operating and maintenance (0&M) costs for the Illiana Corridor over a 50 year period are approximately \$870 million.
- The Illiana Corridor is proposed as a Public Private Partnership (P3), which will reduce the overall public contribution required and offset project costs to the private sector.



4 | www.IllianaCorridor.org

Benefits of the Illiana Corridor

(continued from page 1)

- It will provide a continuous high speed freight corridor between Illinois and Indiana.
- It supports the projected growth in population and employment expected to double by 2040.
- The value of travel time savings in the region is \$5B over a typical 75 year life.
- It will improve access to the proposed South Suburban Airport.
- It will improve accessibility to one of the largest intermodal freight areas in America projected to increase by 47,000 truck trips by 2040.

Safety

- It will serve as a bypass for trucks around the congested metropolitan area highways.
- It will reduce the strain of truck traffic on local roads, improving safety, cutting commuting times, and reducing congestion.
- It reduces vehicle miles of travel on arterial roads in study area by 26 million miles annually.
- It will improve safety by shifting longer distance traffic off local roads resulting in lower crash rates.

Efficiency

- The use of a Public Private Partnership (P3s) will reduce costs, and expedite implementation.
- The toll road proposed will enable the project to use user fees to support the construction development and operation of the Illiana.

Environmental

- The project is designed to reduce the number of miles traveled, hours of emissions, and fuel wasted due to cars and trucks caught in congestion and traffic.
- The project is very sustainable and the use of storm water best management practices, wild life crossings, and other environmentally sensitive practices is a priority.

Why Build the Illiana Corridor

(continued from page 1)

economy in the right direction. If transportation systems are not updated, future generations will pay the price for poor connectivity high freight costs, congestion resulting in increased travel times and poor economic activity which will result in a loss of jobs for the region.



INVESTING in the Illiana is vital for the future growth of our region as it will improve the network needed and infrastructure needed for an efficient distribution of goods and services across the region, state, nation and the world. It will create an invaluable regional asset for the Midwest promot-

ing and supporting the business environment, workforce, global economy, quality of life all of which are the main factors needed to strengthen surrounding communities and drive prosperity.



Illiana will support one of the largest container ports in the U.S., including two existing and two planned intermodal facilities and over 150 distribution facilities in the region.





233 South Wacker Drive Suite 800 Chicago, Illinois 60606

312 454 0400 www.cmap.illinois.gov

Tier II Consultation Meeting

Agenda
November 15, 2013
Lake County Room
CMAP Offices
Teleconference # 800-747-5150, Access Code 3867454

1.0 Call to Order and Introductions

9:00 a.m.

2.0 Agenda Changes and Announcements

3.0 Illiana PM_{2.5} Hot Spot Analysis and Results

IDOT and INDOT are requesting consideration and approval of the hot spot analysis for the Illiana corridor project.

ACTION REQUESTED: Concurrence on the analysis and results by CMAP and NIRPC consultation teams.

4.0 Other Business

5.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

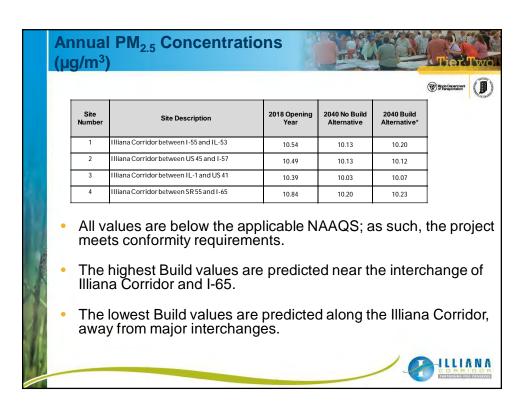
6.0 Next Meeting

7.0 Adjournment

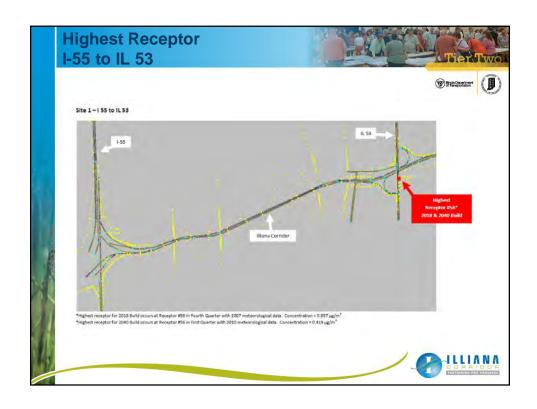
Tier II Consultation Team Members:

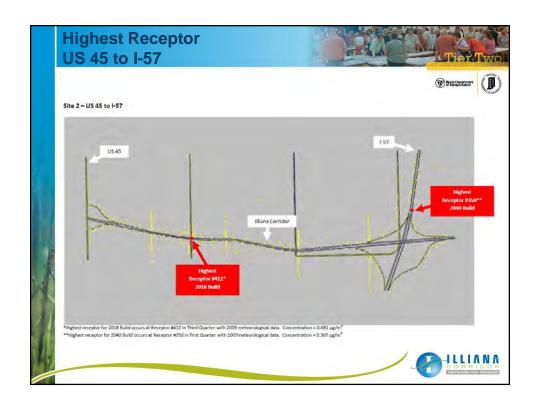
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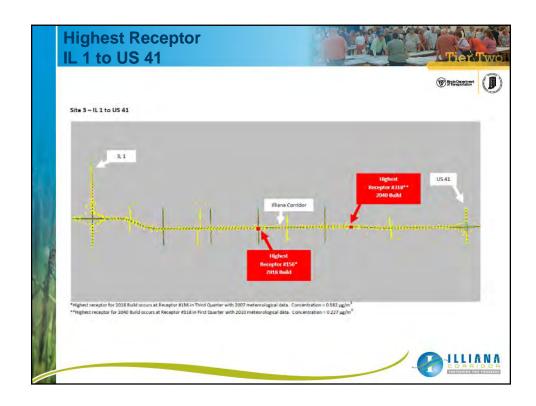


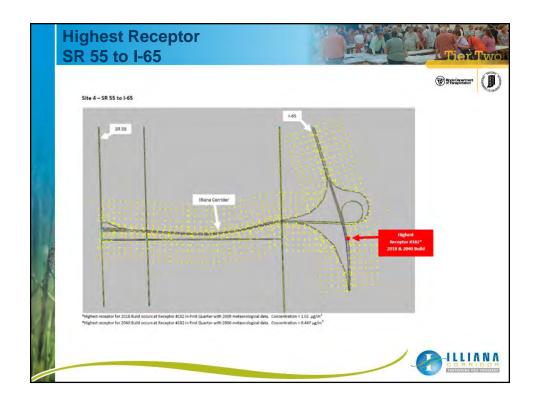


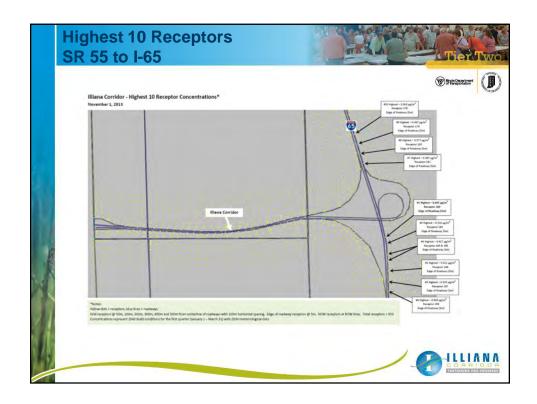
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233 South Wacker Drive Suite 800 Chicago, Illinois 60606

312 454 0400 www.cmap.illinois.gov

Tier II Consultation Meeting Draft Minutes – November 15, 2013

Participants:

Michelle Allen FHWA – via phone Reggie Arkell FTA – via phone Frank Baukert INDOT – via phone

Patricia Berry CMAP

Brian Carlson IDOT District 1

Bruce Carmitchel IDOT – Office of Planning & Programming

Kama Dobbs CMAP John Donovan FHWA

Jim Earl INDOT – via phone Matt Fuller FHWA – via phone Jerry Halperin INDOT – via phone

Michael Leslie USEPA

Alice Lovegrove Parsons Brinckerhoff – via phone

Kathy Luther NIRPC – via phone
Greg Katter INDOT – via phone
Katie Kukielka IDOT – via phone

Tony Maietta USEPA

Joyce Newland FHWA – via phone

Ross Patronsky CMAP Mark Pitstick RTA

Mike Rogers IEPA – via phone Steven Schilke IDOT – via phone

Chris Schmidt IDOT – Office of Planning & Programming

Ron Shimizu Parsons Brinkerhoff

Edward Tadross Parsons Brinkerhoff – via phone

Scott Weber NIRPC – via phone Walt Zyznieuski IDOT – via phone

1.0 Call to Order and Introductions

The meeting was called to order at 9:02 a.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements None.

3.0 Approval of Minutes – September 20, 2013 and October 24, 2013
On a motion by Mr. Pitstick and a second by Mr. Schmidt the minutes were approved as presented.

4.0 Illiana PM_{2.5} Hot Spot Analysis and Results

The Illiana Air Quality Technical Report documenting the results of the PM_{2.5} analysis was included in the meeting materials. The PM_{2.5} hot spot analysis results have been the subject of extensive conversation among appropriate staff from USEPA, IDOT, FHWA and IDOT's consultant. Ms. Berry noted that the Illiana had originally been identified as a project of air quality concern requiring a hot spot analysis at the February, 2013 Consultation team meeting and has been discussed at several meetings since then.

Ms. Lovegrove thanked the staff from USEPA, FHWA and IDOT, noting that the analysis has gone through a rigorous review. She then reviewed the results of the Illiana Corridor hot spot analysis, concluding that the results show PM_{2.5} levels at the maximum receptor locations that are below the NAAQS. Mr. Leslie stated that a lot of work went into developing the methodology and conducting the analysis and that it is a good analysis from USEPA's perspective. All agreed that the levels are below the standard. Mr. Leslie made a motion, seconded by Mr. Schmidt, to concur on the analysis and results. The motion carried, with the NIRPC consultation team also concurring.

- 5.0 Other Business None.
- 6.0 Public Comment None.
- 7.0 Next Meeting

 The next meeting is on call.
- 8.0 Adjournment
 The meeting adjourned at 9:10 a.m.

Tier II Consultation Team Members:

CMAP	FHWA	FTA	IDOT
IEPA	RTA	USEPA	





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Stakeholder Meeting Agenda Emergency Responders & Schools

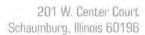
Location: Village of Peotone Date: January 14, 2013

Time: 1:30 PM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One substantially completed
 - b) Tier Two next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders









100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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Emergency Responders Schols MEETING SIGN-IN SHEET

Date: 1/14/13		0 /
Location: Village	of	festone
Purpose: Update		

Name	Email	Phone Number	Agency
Jamy Lyne	lyne ila phisochicar	1312-803-6649	forsons Brincherho
2. Mike WicHolson	MINICHOLSON & PETTONESA	ds.org 708-258-0991	School DISTRICT
3. Jeorge Obrado	vich GObradovidapeto	Weschools org 708-258-60	61 Postova School DIST
ABNY LUPO	LUPOANT QISP. STATE IL U	58157266377 210	ISP DOS
5. DUSTIN GEICH	GEIERDUQ) 15p. state./	1. US 815- 726 6377 EXT.	211 ISPD-05
6. Joanne Brewer	ibrewer @ pastone school	ls.org. 708-258-9605	Peotone School Dist.
7. Barbarg Kizzo	peotone bus eprodig.	1et 708-258-9605	Peotone CUSD 2074
8. Keyen HACK	Keymhack @ riverside	eliosetherro. Net 815	671-4312 KILLIEGIA
9. AL Papton	Alfred - Ponton Coverside hee	1thcare net 815-651-9002	Riverside
10 DAN forsythe	Drorsythe@manhatter	five. ory 815 478-319	7 Manhattantire
11. William Schreiber	WSchrzi & Stx 61664 , wet	708-258-6884	Peotone Fire Post, Dist,
12. Bruce Bayle	BATLO12@ PLOC.CON	~ 815-482-6724	BreotoneFire Dist.
13. BRIDGET BERTRANS	BR. SGET_BRATRANSOISP.ST	WF.16.45 815-370-865	8 JULINOIS STATE POLICE
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Illiana Corridor Phase I Study

STAKEHOLDER MEETING SUMMARY

Various Police, Fire, School Districts

Date: January 14, 2013

Time: 1:50 PM

Location: Peotone Village Hall

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. A presentation was given outlining that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The findings of the economic analysis were discussed and attendees were asked for local input:

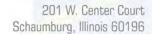
- A representative from the IL State Police stated that an interchange at Rt. 53/US 66 makes sense because it is a state route and is heavily utilized by the trucks utilizing the intermodal facilities in that area.
- Chief Forsythe (Manhattan Fire Department) stated concern about no access point to Illiana at Cedar Road. An access point is important between Warner Bridge Road and Wilmington Roads as there is 16 miles with no direct access to the facility between these points. The study team agreed that some type of direct access would need to be provided. Chief Forsythe also stated that an interchange versus just an overpass is desirable at Cedar Road, but that access to the facility at Cedar is critical.
- The Peotone Fire Chief stated that Will-Center Road should remain open.
- A representative from the IL State Police asked whether the ISTHA was going to be the owner/operator of the facility. S. Schilke stated that the ISTHA's role in the project has not yet been determined.
- The distance between Rt. 1 and County Line Road was expressed as a concern (this is 4.95 miles).
- The group stated that when considering South Cottage Grove, Stoney Island Avenue and Yates Avenue, Yates is the preference to remain open.
- Questions were asked about project funding and the construction schedule
- The Peotone Fire Chief asked if there is a standard for the location of turn-arounds. D. McGibbon stated it would likely be about a 2-mile interval, with potential additions around overpass locations.
- A representative from the Peotone Fire Department asked if the location of maintenance facilities has been determined yet. Cedar Road was suggested.
- A question was asked as to whether weigh-in -motion (WIM) would be the vehicle weight check type
 of choice.
- A representative from the IL State Police asked if there could be locations for accident investigation/breakdown locations to keep the public and responders off the side of the road.
- Increased shoulder width is very important for safety

The meeting concluded at approximately 2:45 PM.

Attendees:

Steve Schilke – IDOT Kesti Susinskas – IDOT Rick Powell – PB Dave McGibbon - PB Jamy Lyne – PB

Remote attendees: None





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Stakeholder Meeting Agenda Emergency Responders & Schools

Location: Cedar Creek Ministries

Date: January 17, 2013

Time: 11:00 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One substantially completed
 - b) Tier Two next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders







100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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MEETING SIGN-IN SHEET

Date: January 17, 2013

Location: Codal Lake Ministices

Purpose: Emergency/Schools Stakeholder Meeting

Name	Email	Phone Number	Agency
1. NOTE Kleetisch	NKleefirk etnicrek K12	inus (219) 696-8661	This Creek James
2. SCOTT TOKAKH	STOKACH @ 696COAS, CO		4 Comell P. D.
3. Kesti Susinska	Kesti. Susinskase Illin	10is, gov 847-705-4126	AECOM
4. Randy Sines	simesine powerld.com		P3
5. Lice Ponel	powell we bloworld com	312 - 330 - 7477	PB
6. Kevin DeBraal	Kevin debraal Ofranciscan	allique org 219-757-6298	St. Anthony Hospital
7. Rick Rampore	<u> </u>		PB
8. John Heldt	heldt @ honorer. KID IN US	219-314-3800 Eat 3938	Hanorer School
9. Linda L. Belcher	Linda belcher & francis	scand/14 per . 019 757-633	4 St. Anthony
10. Nick Mager		+ 219-374-5961	Cedar Lake FD
11. Clint Gorbell	lower fd @ comisst. net	219-696-6144	Lowell FO
12. Jim Earl	jearle indot in gov	317-233-2072	INDOT PM
13. Jim Pinkerton	upinkarba a molet in sou	219 -325 - 7455	IMDOT LaPorte
14. Karin Toth	Ktoth @ Cps. K12. in.us	219-663-1465	Crown Point Sch.
15. TODO WILKSWING	CEDARCHER FIRE @ SBC		CLED
16. Bob Foesell	bob. forselle cedarlakein. ORg	219-374-5416	CESAR LAKE PD
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Illiana Corridor Tier Two Study

STAKEHOLDER MEETING SUMMARY

Various Police, Fire, School Service Providers

Date: January 17, 2013

Time: 11:00 AM

Location: Cedar Lake Ministries

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. After introductions and a discussion on the status of Tier One and upcoming Tier Two activities, the following items were discussed:

- C. Gorbell stated that to take on an additional responsibility like the Illiana, comparable to what they
 do for approximately 10 miles on I-65, then it may be difficult for the Lowell Fire Department. C.
 Gorbell also stated that he was unofficially representing Tri-Creek EMS.
- C. Gorbell also expressed some concerns due to the added responsibilities and access to the area north of the Illiana, and stated that the Illiana almost marks the boundaries of Lowell and Lake Dale FD responsibilities, but that they have a mutual agreement for shared services for both fire and EMS.
 C. Gorbell wants to make sure they have access, in most direct fashion, to St. Anthony Medical Center.
- R. Powell asked if there are any problems with access to I-65 as the way things work now. C. Gorbell responded by stating they have only one access right now, and that can sometimes pose a problem with regards to servicing accidents on the interstate.
- C. Gorbell stated that the average response time is between 12 and 18 minutes to get to the scene on I-65, and hopes that some of the same problems are not created with the Illiana. C. Gorbell also stated that about 95% of their patients go to St. Anthony's in Crown Point.
- S. Tokach stated that the proposed alignment would be just north of Lowell PD's boundaries, but that the Town of Lowell is looking to expand and would then place the Illiana in their service area. Stated interest with regards to road closures and where they would be located.
- S. Tokach also stated that he would work with the Town of Lowell to provide some route maps to R. Rampone.
- N. Kleefisch stated that the Illiana would impact the 178-square mile school district, and will split the
 district into about 25% on the north and 75% on the south. N. Kleefisch stated that some students are
 on the bus for up to and over an hour, and that preserving north/south connectivity will be very
 important. R. Rampone asked if Tri-Creek Schools has a transportation map that they could provide,
 and Kleefisch responded that they do and that they would try to get it to the study team.
- J. Earl asked which north/south routes they cannot do without, but N. Kleefisch responded by saying they had not looked into that yet, but that they would prefer the most direct and quickest route possible.
- N. Kleefisch asked about potential interchange locations, and J. Earl responded by saying there are
 three at this point at Rt. 41, Rt. 55, and I-65. N. Kleefisch then asked if the study team has a
 complete list of closed roads. R. Powell went over a summary of the technical analysis presented to
 the state DOTs, and emphasized that it is only a draft to start the conversation.
- C. Gorbell stated that Mount Street is a critical service street, and that Holtz Road is the main artery for accessing St. Anthony's. Several individuals recommended to keep open Holtz Road and close Marshall Road instead.
- S. Tokach stated that at Mississippi Street might be needed to get up to Merriville.



Illiana Corridor Tier Two Study

- C. Gorbell stated that Broadway and 163rd have the most concentrated subdivisions, and closing roads near there would increase response times to that area. Stated that at least one or two of the three roads in that area stay open, and that Mississippi is the most important with Broadway also being significant. The creation of an east/west road, or upgrade to existing east/west arteries, providing better connection to Broadway or Harrison would help as well.
- T. Wilkening stated that there is not one of the three fire districts represented at the meeting that could handle this additional service area financially by themselves, and that this will have to be an effort between at least three fire departments, two EMS's, etc.
- T. Wilkening stated that it appears that the only school district impacted is Tri-Creek, and K. Toth confirmed that it doesn't appear that the Illiana will impact Crown Point Schools. T. Wilkening also stated that the biggest concern for fire departments would be turnarounds on the highway.
- N. Mager asked if fire hydrants are being factored into the design. J. Earl replied that there probably wouldn't be any accounted for in the design.
- Several attendees inquired about a service turnaround and emergency vehicle access at State Line Road, so that Indiana-based services could access the Illiana without having to go across the state line to IL Route 1.
- N. Kleefisch stated that the schools would have a concern with closing potentially 50% of the cross roads, and would like to see more remain open. J. Earl stated that which roads stay open and are closed is still up for debate.
- S. Tokach asked what the status is of the large trucking facility planned near I-65. J. Earl stated that he did not know what the status is, and others confirmed that the project seemed to have quieted down.
- N. Kleefisch asked about the time table for construction. J. Earl responded by saying that the earliest you could see construction is 2015.
- C. Gorbell asked if there were plans to privatize the Indiana portion of the road, and it was stated that it is a possibility.
- N. Kleefisch said that he would bring the information back to his superintendant and said that Cline will need to remain open. He then asked what is needed from the group to move forward. J. Earl recommended providing service information, and potential scenarios the service providers could work with relating to road closures, and provide that to R. Rampone so that he can distribute it accordingly and use the information as part of the analysis.
- T. Wilkening asked if the study team anticipates any trouble getting approvals and if the new governor is on-board with the project. J. Earl stated that approval of the Tier One EIS is expected soon, and that the new governor does in fact appear to be on-board with the project.
- R. Rampone alerted the group that drilling rigs will be out on properties near the end of February in order to collect soil samples.
- N. Mager asked if the study team has an estimated traffic volume for the Illiana. R. Powell responded by saying it would be considerably less than I-65, and that it would take some time to build traffic over time.
- C. Gorbell stated that Lowell FD has conducted an economic study and found that approximately 14% of their overall calls were to provide service along I-65.
- S. Tokach asked if there was another planned meeting coming up. J. Earl said that as an organization they can schedule something at any time, but that there would also be CPG/TTF and public meetings with landowners coming up as well.

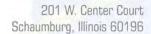
The meeting concluded at approximately 12:10 PM.



Illiana Corridor Tier Two Study

Attendees:

Nick Kleefisch, Assistant Superintendant – Tri-Creek Schools Scott Tokach, Assistant Chief - Lowell Police Department Kevin Debraal - Franciscan Alliance JoAnn Heldt - Hanover School Linda L. Belcher – St. Anthony Medical Center Nick Mager, Assistant Chief – Cedar Lake Fire Department Clint Gorbell, Fire Chief – Lowell Fire Department Karin Toth - Crown Point Schools Todd Wilkening, Fire Chief - Cedar Lake Fire Department Bob Forsell – Cedar Lake Police Department Jim Earl - INDOT Jim Pinkerton - INDOT Kesti Susinskas - AECOM Rick Rampone - Parsons Brinckerhoff Rick Powell – Parsons Brinckerhoff Randy Simes - Parsons Brinckerhoff Remote attendees: None





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Stakeholder Meeting Agenda Various Illinois Emergency Services

Location: International Union of Operating Engineers Local 150

Date: January 24, 2013

Time: 9:00 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One substantially completed
 - b) Tier Two next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders







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MEETING SIGN-IN SHEET

Date: 01-24-2013

Location: Operating Engineers Building, Wilmington, IL
Purpose: Illiana Energency Responders & Schools

Name	Email	Phone Number	Agency
1. Venita Lennis	vdennis @ wilmington.	815-926-1707	Dist 20411
3. JAY Plese	migeson.	815 926 1751	W.lm 209U
,	SBYIAND OW, 116 Share		
6. TODS FEDSLE	JGC1275 @ GMAIL. COM		WFPD
7 Rick Powell	powelly ephword, com	312.330-7477	Persons Brinckerhoff
8. Kesti Susinskas	Kesti, susinskas@illinoi		AECOM
9. MARK ROJKOWSKI	A CARESSA CWELLES SHEN	45.000 815-405-0324	WILL Co Sher. FF
11. Steve Schille	steven. schille @ illino		
12. LARRY WAISH	lwalsh @ will county illinois	s.com 815-774-7480	
13. Jamy Lyne	- Tyne il a phaodd com	1_3/2-803-6649	Jarson A Brinckerhot
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Illiana Corridor Phase I Study

STAKEHOLDER MEETING SUMMARY

Various Police, Fire, School Districts

Date: January 24, 2013

Time: 9:00 AM

Location: Local 150 Building, Wilmington, IL

The primary purpose of the meeting was to discuss the Illiana Tier One ROD and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- Police and School representatives asked about the status of the IL 129 interchange at I-55, including questions about the status of designing it.
- J. Plese inquired about the IL 53 interchange. While he is not necessarily an advocate for an interchange directly on IL 53, he believes that an interchange east of 53 is necessary to removing trucks from local routes. S. Schilke explained that an off-set Rt. 53 interchange at approximately Old Chicago Road is being studied, in addition to continued study of an interchange directly on Rt. 53.
- R. Powell explained that an economic analysis has been done to begin analysis of where
 overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In
 addition to the economic analysis, local input is necessary. The economic analysis indicates
 that the following roads in the area and across the County may remain open, be closed, or
 are uncertain/borderline at this time:
- Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road. Interchanges are being assumed at I-55, IL 53 (off-set or none at all), Rt. 45, possibly IL 50, I-57 and I-65.
- Borderline: Old Chicago Road, 17th Ave/Martin Long Road, Gougar Road, 104th, Will-Center, Crawford (Will County Sheriffs Department expressed that Will-Center is a more important Route to keep open than Crawford; R. Powell stated that this has also been expressed by others and will be considered.)
- Closed: Kankakee River Drive (but will be open because of the bridge crossing), Riley, S. Indian Trail, S. Symerton Road, Warner Bridge Road, Walsh Road, 128th /Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove, Stoney Island Avenue, Yates Road, Klemme Road. (J. Plese asked that additional consideration be given to leaving this Warner Bridge Road open. S. Schilke noted that other stakeholders have expressed the same concern and agreed that additional consideration will be given to leaving it open.) (S. Schilke stated that also due to overwhelming demand, leaving Yates open will be considered along with possibly either Cottage Grove or Stoney Island).
- Fire District asked where all of the access points to the expressway would be located and expressed access point concerns due to the fact that their Fire District covers approximately 104 sq. mile area with one station. S. Schilke noted that access is currently being considered at: 129, 53 or off-set 53, and that consideration for at least an emergency access has been given to Cedar Road.



Illiana Corridor Phase I Study

- J. Plese expressed concerns that two routes need to be left open in order to accommodate the school districts bus route needs (S. Schilke responded by stating that possibly Riley (most likely) or Indian Trail, as well as Old Chicago & IL 53, could be left open)
- Will County Sheriff's Department inquired as to how many displacements would occur in Wilmington
- The Wilmington School District inquired as to whether the Frontage road on the east side of I-55 will remain open. S. Schilke responded that yes, this frontage road is currently planned to be open.
- Fire District asked if turn-arounds areas have been identified yet and if the emergency responders could have input into this process. S. Schilke stated that this type of information might be available around summer 2013.
- (RP) I put a note about a map on my meeting notes, but it does not have a description. This is potentially the reference of S. Schilke to the request for a map by Wilmington FD Todd Friddle. If my memory is right, we may have told him about the online update, but he may have requested a printed out strip map so that the local services could work out the details.

The meeting concluded at approximately 10:30 AM.

Attendees:

Jay Plese, Wilmington School District 209U
Venita Dennis, Wilmington School District 209U
Steve Byland, Will County Sheriff's Department
Mark Rojkowski, Will County Sheriff's Department
Andrew Carlson, Will County Sheriff's Department
John Cairns, Wilmington Fire Protection District
Todd Friddle, Wilmington Fire Protection District
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Jamy Lyne – PB
Remote attendees: None



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Stakeholder Meeting Agenda Ridge Properties Trust

Location:

International Union of Operating Engineers Local 150

Date:

January 25, 2013

Time:

10:00 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One substantially completed
 - b) Tier Two next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders







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Ridge Properties

Date: 1-25-13Location: Local 150, Wilmington

Purpose: Lier Jwo Update

Name	Email	Phone Number	Agency
1. Jennifer Wagner	iwagner erptrust.com	312-257-2891	Ridge Property Trust
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STAKEHOLDER MEETING SUMMARY Ridge Properties Trust

Date: January 25, 2013

Time: 10:00 AM

Location: Local 150 Building, Wilmington, IL

The primary purpose of the meeting was to discuss the Illiana Tier ROD and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- Kavanaugh does not work as a primary connection point to the west of the Illiana-I-55 interchange because the at-grade crossing on Lorenzo Road will be replaced with a grade separation and will limit the ability for Kavanaugh to function as a through road, and a large increase in trains is expected on this line.
- D. McGibbon explained that the Illiana is coordinating with the IL: 129 interchange work, but the interchange work is not dependent on Illiana and is moving ahead on its own schedule independent of funding for Illiana. Elements of IL 129 that work with the overall ultimate Illiana/I-55/IL 129 interchange may be built in advance.
- J. Martell explained that from the current end of IDOT's jurisdiction over Lorenzo Road, the City of Wilmington has taken over jurisdiction from Will County and has a maintenance agreement with Ridge.
- J. Martell explained that from Ridge's perspective that key considerations should be: designing the ramping system so trucks can move at a reasonable speed so that when they are entering from east and coming from north, the flow is unimpeded. Ridge would like to create a through ramp so traffic can move through and not come to a stop. Ridge will coordinate with Illiana to move the ramping onto Ridge property in order to route the truck traffic into the logistics park fairly unimpeded to prevent significant stacking.
- D. McGibbon discussed the interchange options for Rt. 53. Elwood, Wilmington and Midewin have been opposed to an interchange directly on Rt. 53 up to this point. Off-set interchange options are under consideration.
- J. Martell expressed concern that an off-set Rt 53 interchange located too far east of 53 will deter
 trucks from using it because if they are heading west, they will not want to back track too far.
 Significant back-tracking will just cause trucks to stay on 53 longer and those heading west will go
 through the City of Wilmington or take River Road.
- Most of the intermodal traffic coming to Will County is coming from Long Beach or the northwest.
- When UP located here in 1939 and brought traffic. When you look at the traffic map and the
 intermodals in Chicago, you can see that Chicago is going to need to push domestic traffic out of the
 City.
- 95% of food transport is occurring now by truck. Ridge is working with BNSF to bring significant food distribution into Will County.
- There is about 200 million tons of Class A limestone on the Ridge property located at 200 600 feet and they have mineral rights which may be exploited by underground mining.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to



the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:

- Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road
- Borderline: Old Chicago Road, 17th Ave/Martin Long Road, Gougar Road, 104th, Will- Center, Crawford
- Closed: Kankakee River Drive (however, it will be open due to the span of the proposed Kankakee River bridge), Riley, S. Indian Trail, Warner Bridge Road, Walsh Road, 128th, Elevator Road, Egyptian Trail,

The meeting concluded at approximately 10:52 AM.

Attendees:

Jim Martell, Ridge Properties Jennifer Wagner, Ridge Properties Kesti Susinskas – IDOT Rick Powell – PB Dave McGibbon - PB Jamy Lyne – PB Remote attendees: None



Location: Date: Time: 100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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Stakeholder Meeting Agenda Forest Preserve District of Will County

1)	Introductions
2)	Status of the Illiana Corridor Study
	a) Tier One – substantially completed
	b) Tier Two – next steps and project schedule
3)	Corridor B3 Refinement Process a) Alignment Alternatives b) Interchange Studies c) Local Access Studies
4)	Questions from Study Team
5)	Comments/Questions from Stakeholders









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FPDWC MEETING SIGN-IN SHEET

Date: _O	1-28-2013
Location:	Washington Twp
Purpose:	Illiana Tier Two

Name	Email ,	Phone Number	Agency
1. Kesti Susinskas	Kesti. susinskas Cillinoi	isigor 8477054126	AECON
2. Steve Schilke	steven, schilke Cillingi	C.90V 8477054125	1005
3. Andrew Hawkins	ahawkins @ focluc.or	9 815 722-9425	FPDWC
4. Kick Yourl			(LB
5 Jany Lyne	June ila obcoorde com	312-803-6649	J.B.
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STAKEHOLDER MEETING SUMMARYForest Preserve District of Will County

Date: January 28, 2013

Time: 1:30 PM

Location: Washington Township Building, Beecher, IL

The primary purpose of the meeting was to discuss the Illiana Tier ROD and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- Obtain K3 County long-range bike plan; they are in discussions with FPDWC to extend a trail from near the K3/Will county line corner up near Symerton to Midewin.
- S. Schilke stated that the Illiana will likely elevate the Wauponsee Glacial Trail over the Illiana. A. Hawkins said elevating the trail over the road is preferable to the other way around and that FPDWC wants the trail to remain open during construction of the Illiana. A construction bypass route would be acceptable to keep the trail open.
- A. Hawkins asked if the bridge over Forked Creek will provide for a trail or wildlife crossing to come through. S. Schilke stated that accommodation would be made.
- The Vincennes trail was discussed. There is a property blocking continuation of the proposed trail at Indiana Ave. in Beecher. Cottage Grove would be an acceptable route as discussed previously with the village. IL 1 would not be an acceptable trail location, and there are potential problems with routing the trail down the creek when it gets to the CSX railroad.
- A. Hawkins expressed that the FPDWC would like to see all mitigation for Illinois impacts of the Illiana done in Will County.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:
 - Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road
 - Borderline: Old Chicago Road (likely kept open), 17th Ave/Martin Long Road, Gougar Road, 104th, Will- Center, Crawford
 - Closed: Kankakee River Drive (however will be kept open due to length of proposed Kankakee River bridge), Riley, S. Indian Trail, S. Symerton Road, Warner Bridge Road, Walsh Road, 128th /Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove, Stoney Avenue, Yates Road, Klemme Road.
- Regarding the FPDWC's future entrance to Huyck's Grove Preserve; they do not currently have a
 preference for 120th or 128th Avenue, they just need one of the two to remain open for future
 access.

The meeting concluded at approximately 3:00 PM.



Attendees:

Andrew Hawkins, Superintendent of Planning, FPDWC Steve Schilke – IDOT Kesti Susinskas – IDOT Rick Powell – PB Jamy Lyne – PB Remote attendees: None



201 W. Center Court Schaumburg, Illinois 60196

100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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Stakeholder Meeting Agenda

Stakeholder: Beecher school & Fire Mistrict Location: Washington Two.

Date: 1-28-13

Time: 9:00 AM

- 1) Introductions
- Status of the Illiana Corridor Study
 - a) Tier One substantially completed
 - b) Tier Two next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholder







25.

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	MEETING SIGN-IN SHEET	T Empresary Service
Date: 01-28-2 Location: Washing: Purpose: Illiana	ton Township	1. Emergency Service. School District
Name	Representing	Email Address
1. James Ros Kamp	Beecher 2001 School	BFD Chrofiles BC Global Neg
2. DAVED LACESSE	Beecher Face Prst	BFO ChrefasBC Globa Neg
3. Marla Heldt	Beecher 2004	powell w @ planor lo.com
4. Rick Ponel	Parson Brincher hoff	powelly @ planot ld.com
5. Kesti Susinskas	AECOM	kesti, sus instas@illinois .go
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Illiana Corridor Tier Two Study

STAKEHOLDER MEETING SUMMARY

Beecher School and Fire District

Date: January 28, 2013

Time: 9:00 AM

Location: Washington Township Building, Beecher, IL

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. After introductions and a discussion on the status of Tier One and upcoming Tier Two activities, the following items were discussed:

- K. Susinskas explained the land acquisition process: that it would start in full after the Tier Two Record of Decision. He also laid out the Tier Two ROD and land acquisition schedules, with ROD in spring 2014 and ROW acquisition thereafter, depending on funding.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The attendees were primarily interested in I-57 to state line so that info was presented. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:
- Open: Drecksler, S. Ashland, State Line Road. Interchanges are being assumed at possibly IL 50, I-57 and I-65. K. Susinskas indicated that Village of Peotone requested IDOT look at providing a full interchange at IL 50 to accommodate keeping trucks off of Wilmington Peotone Road when the Illiana opens.
- Borderline: Will-Center, Crawford
- Closed: Ridgeland, Kedzie, Western, Cottage Grove, Stoney Island Avenue, Yates Road, Klemme Road. The potential of keeping Yates open was discussed and all three stakeholder attendees indicated it would be a reasonable solution. David indicated that paving the unpaved portions of Kentucky Road (first east-west road south of Illiana) would also be important to maintain connectivity of the local network if Cottage Grove, Stoney Island and Klemme are closed, and to also look at an upgrade of Corning Road (first east-west road north of Illiana). He also indicated first response time needed to be looked at for all areas cut off by road closures.
- School district stakeholders requested adequate turn around radii at closed roads for turning school buses around.
- The three stakeholder attendees asked about impacts to the tax base. K. Susinskas and R. Powell indicated the property for the Illiana would be acquired by the state and be removed from local property tax base; this loss could be offset to some degree if development occurs that increases local property values after the Illiana is built. David also asked about staging and access during construction, and K. Susinskas responded that local access during construction would be provided, with details to be worked out in the near future.

The meeting concluded at approximately 10:00 AM.

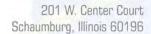
Attendees:

Marla Heldt, Beecher School District 200U Tami Roskamp, Beecher School District 200U



Illiana Corridor Tier Two Study

David LaGesse, Beecher Fire District Kesti Susinskas – IDOT Rick Powell – Parsons Brinckerhoff Remote attendees: None



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Stakeholder Meeting Agenda Will County Farm Bureau

Location: Washington Township Center

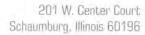
Date: January 28, 2013

Time: 3:00 PM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One completed
 - b) Tier Two next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders









Location:

100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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Will County Farm Bureau MEETING SIGN-IN SHEET

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STAKEHOLDER MEETING SUMMARY Will County Farm Bureau

Date: January 28, 2012

Time: 3:00 PM

Location: Washington Township Building, Beecher, IL

The primary purpose of the meeting was to discuss the Illiana Tier One ROD and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- S. Schilke explained that we need the Farm Bureaus assistance in getting the word out to landowners about upcoming Tier Two activities.
- S. Schilke explained that geotechnical explorations will begin late winter/early spring and that landowner outreach representatives will try to coordinate this work with landowners who may be impacted. Initial work in Illinois will be near the Kankakee River.
- The differences between condemnation and guick-take were explained.
- L. Deutsche asked if a private company involved in a P3 could use condemnation and quick-take.
 S. Schilke explained that IDOT would be the entity that condemns or uses quick-take. IDOT would very likely be the entity to do any type of land acquisition in a P3 relationship for the Illiana.
- M. Deutsche asked if the FHWA endorses the Illiana and if they endorse the P3 concept. S. Schilke explained that FHWA is the lead agency for the project and signed the Tier One ROD allowing the project to move into Tier Two studies and that FHWA recognizes the P3 concept as an acceptable project delivery method. . S. Schilke also explained that the federal government is supporting the use of P3 for infrastructure projects and that they just increased TIFIA loans to support additional P3 pursuits. M. Deutsche asked if any P3's have defaulted for roadway projects yet. S. Schilke explained that he is not aware of any defaults at this time, but that the Indiana Toll Road has been mentioned recently as a potential default.
- Access to parcels was discussed. S. Schilke explained that each parcel will need to be analyzed
 in order to provide the best access. In some cases, IDOT acquisition of the parcel may be more
 economically feasible than providing access. One of the attendees asked if a landowner could
 voluntarily keep a landlocked parcel rather than sell to IDOT. R. Powell mentioned that
 sometimes voluntary cross-access agreements are obtained by landowners that make access
 more economical.
- G. Brown stated that in lowa they paid triple the price for impacted land. Will Illinois greatly compensate landowners for their land. She and her husband will be devastated by this move. S. Schilke explained that Illinois law states that IDOT must compensate a landowner based on the highest and best use according to federal law. M. Deutsche asked if in the event a jury were to decide for one case that a higher amount is deemed to determine highest and best use, if that higher amount of highest and best use will then be applied to everyone with similar land. Several attendees noted that if the State could pay higher land values, then many folks would be less opposed to moving. A few attendees commented that land should be appraised at development prices if it is in a developing area.
- M. Deutsche asked how far the setback of the road has to be from a house. S. Schilke explained there is no hard and fast rule, but that with the width of the Illiana right of way, there should not be a situation where a house is close to the edge of pavement if it is to remain.



- M.Schneidewind asked if IDOT has identified hardship cases. S. Schilke stated that hardship cased have not yet been identified. IDOT has requested \$10 million in land acquisition funding for FY' 14 to deal with potential hardship cases. M. Schneidewind asked if a landowner would be considered hardship if they are "underwater" on their mortgage. S. Schilke responded that being "underwater" is not a traditional hardship case; hardships are usually based on a landowner's inability to sell their property within a reasonable time frame, and IDOT can consider alleviating the hardship in advance of IDOT's normal ROW procurement schedule. S. Schilke also responded that, when IDOT is acquiring property where the mortgage is more than the property worth, federal law requires IDOT to make the property owner whole, meaning that they pay the full amount owed on the house so that a landowner is not being left owing money on the mortgage, even if they are behind on payments.
- M. Scheidewind pointed out that in areas where the road is raised, that it is important to put in storm sewers so that the road does not drain onto peoples property.
- A Farm Bureau member who sits on the Black Walnut Creek Drainage Commission warned that Black Walnut carries a very high amount of water during rain events.
- A question was asked as to what portion of the approximate \$1.3 billion to build the project is for land acquisition.
 S. Schilke stated that land acquisition is approximately \$80 million of the \$1.3 billion. The roadway costs approximately \$27 million per mile including necessary structures.
- M. Deutsche asked if the court sides with a landowners appraisal over IDOT's appraisal if IDOT
 pays legal fees (court & attorney fees) for being wrong. She also had a question about paying
 capital gains taxes on IDOT acquisition payments. S. Schilke responded that he would need to
 consult with IDOT land acquisition staff to answer those questions.
- M. Deutsche asked how many decibels of noise can impact a house in order to trigger noise abatement. S. Schilke stated that the threshold is 66 dbl. in general. The amount of change in dbl can also trigger abatement. Each case may vary. R. Powell responded that a change in noise level of 14 dbl or more is also considered in the policy, even if it doesn't meet the 66 dbl standard for residences.
- One attendee suggested IDOT fly the corridor after a rain event to locate tiles and to identify ponding/flooding areas prior to construction. Soil & Water Conservation district was identified as a good source for tile location information also.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:
 - Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road. Interchanges are being assumed at I-55, IL 53 (off-set or none at all), Rt. 45, possibly IL 50, I-57 and I-65.
 - Borderline: Old Chicago Road (likely to remain open), 17th Ave/Martin Long Road, Gougar Road, 104th, Will- Center, Crawford (Several Farm Bureau members stated that Will-Center Road is heavily travelled; S. Schilke stated that several other stakeholders mentioned this and that due to overwhelming demand, Will-Center will likely remain open).
 - Closed: Kankakee River Drive (however, it will remain open due to the length of the proposed Kankakee River bridge), Riley, S. Indian Trail, S. Symerton Road, Warner Bridge Road, Walsh Road, 128th /Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove, Stoney Avenue, Yates Road, Klemme Road. (S. Schilke stated that

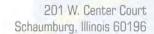


also due to overwhelming demand, leaving Yates open will be considered along with possibly either Cottage Grove or Stoney Island, and that Warner Bridge would be considered to be kept open or swapped with Martin Long).

The meeting concluded at approximately 6:00 PM.

Attendees:

Gerald Davidson, Farm Bureau Staff Gloria Brown, Farm Bureau Member & Corridor B3 Landowner Jim Robbins, Farm Bureau Member Mike Quigley, Will County Farm Bureau Board Member Mary Ann Deutsche, Farm Bureau Board Member W. Lee Deutsche, Farm Bureau Member William Krapf, Farm Bureau Member Joanne Bettenhausen, Farm Bureau Member Roger Bettenhausen, Farm Bureau Board Member Mark Schneidewind, Farm Bureau Executive Director Glenn Girder, Farm Bureau Member Kristine Book, Farm Bureau Staff Steve Schilke - IDOT Kesti Susinskas - IDOT Rick Powell - PB Jamy Lyne - PB Remote attendees: None





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Stakeholder Meeting Agenda Will County CED

Location: Operating Engineers Building, Wilmington, IL

Date: January 29, 2013

Time: 8:00 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One -
 - Regulatory Agency Concurrence Received on B3 Corridor November
 - FEIS and ROD Completed December, Signed January 17, 2013
 - b) Tier Two Next steps and Project Schedule
 - 2000 ft. Corridor Refined to Approx. 400 ft.
 - Questionnaires and Individual Follow-Up Technical Meetings
 - Landowner Outreach
 - Land Use Planning
- 3) Corridor B3 Refinement Process Input Needed
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders







201 W. Center Court Schaumburg, Illinois 60196

100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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Will County CET MEETING SIGN-IN SHEET Centerpoint Properties

Date: 1-29-12	Con qui porta	riofarico
Location: Will County	CED	,
Purpose: Illiana Tic	er Two Updas	te

Name	Email	Phone Number	Agency
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3. Steve Schilke	steven schilte Cillinais	5.4EV 847 7054125	1007
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STAKEHOLDER MEETING SUMMARY Will County CED & CenterPoint Properties

Date: January 29, 2012

Time: 8:00 AM

Location: Will County CED

The primary purpose of the meeting was to discuss the Illiana Tier ROD and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- S. Schilke explained that IDOT and INDOT are in the process of hiring P3 advisor who will assist
 in providing legal and technical work to write the RFP for the P3 proposal. A P3 forum will be
 held in Spring 2013 to begin disseminating project information and gauging interest of potential
 investors.
- Tier Two is anticipated to take 13 -18 months to complete. The team is currently targeting a Tier Two ROD in March of 2014. This schedule could change if unforeseen obstacles are found due to environmental work.
- IDOT has just hired land acquisition consultants to begin plat work.
- S. Schilke explained that a multi-jurisdictional corridor-wide land use plan is desired and that the study team will help facilitate these discussions with all of the counties and municipalities along the corridor.
- S. Schilke explained that an off-set Rt. 53 interchange at or near Old Chicago Road creates adverse travel and a significant amount of trucks are lost in the traffic projections due to the fact that many trucks travelling west will not head further east just to back-track west; they will just stay on the more direct local routes.
- S. Schilke stated that an off-set 53 interchange is still under evaluation along with an interchange right on 53 and no interchange at all. One of the off-set concepts being evaluated is some type of meandering roadway to move the facility further from Midewin. Impacts for this type of option still need to be evaluated.
- J. Gray asked if Hoff Road/US 52/Cedar Road is still an option for a truck route in order to move the interchange further from Midewin. S. Schilke said that the study team could take another look at upgrading Hoff Road and improving Cedar Road as an interchange location possibility.
- J. Gray stated that he will be providing E. Leonard at PB with the grassland bird mitigation plans that CenterPoint will be performing in Midewin due to impacts from improvements made to Baseline Road.
- J. Gray stated that WMI has a wetland bank near the CenterPoint property that may be worth looking into when the time is right. S. Schilke stated that Midewin and Will County Forest Preserve prefer that wetland mitigation is done on their properties, but the study team will also consider talking with WMI.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:



- Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road. Interchanges are being assumed at I-55, IL 53 (off-set or none at all), Rt. 45, possibly IL 50, I-57 and I-65.
- Borderline: Old Chicago Road (likely open), 17th Ave/Martin Long Road, Gougar Road, 104th, Will- Center, Crawford
- Closed: Kankakee River Drive (however, it will be open due to the proposed Kankakee River bridge length), Riley, S. Indian Trail, S. Symerton Road, Warner Bridge Road, Walsh Road, 128th /Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove, Stoney Avenue, Yates Road, Klemme Road.

The meeting concluded at approximately 10:00 AM.

Attendees:

John Greuling, Will County CED Jeremy Gray, CenterPoint – by phone Eric Gilbert, CenterPoint – by phone Steve Schilke – IDOT Kesti Susinskas – IDOT Rick Powell – PB Jamy Lyne – PB Remote attendees: None





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CMAP Coordination Meeting Agenda February 14, 2013 9:30 a.m. -10:30 a.m. @ CMAP Office

Agenda Items:

- 1. Status summary of Illiana Corridor Study
- 2. Illiana adoption process into CMAP GO TO 2040 Plan
 - Schedule (assuming an October 2013 Policy Committee adoption)
 - Socioeconomic forecasts
 - Financial analysis
 - Other evaluation measures (long-term economic development, congestion, work trip commute time, mode share, jobs-housing balance, energy use, natural resource preservation, infill and reinvestment, EJ)
 - Air quality conformity analysis
- 3. Tier Two EIS process







233 South Wacker Drive Suite 800 Chicago, Illinois 60606 312 454 0400 www.cmap.illinois.gov

Tier II Consultation Meeting

Agenda
February 14, 2013
Lake County Room
CMAP Offices
Teleconference # 800-747-5150, Access Code 3867454

1.0 Call to Order and Introductions

10:30 a.m.

- 2.0 Agenda Changes and Announcements
- 3.0 Approval of Minutes December 6, 2012 ACTION REQUESTED: Approval

10 0 11 1770 0 1 1 1

4.0 Semi-Annual TIP Conformity Amendment

The semi-annual conformity amendment is scheduled to be considered at the March meetings of the CMAP Board and MPO Policy Committee. The amendment was released for public comment at the Transportation Committee meeting on January 18, 2013. Comments received to date will be reviewed with the team.

ACTION REQUESTED: Information

5.0 TIP ID 12-08-0028, FAU 400 Minooka Road FROM US 80 I-80

This project is currently in the TIP as bridge replacement, an exempt work type. In discussions with IDOT District 3, CMAP staff has learned that the project is actually "Bridge/Structure - Reconstruct/Rehab Chng in Lane Use/Widths", an exempt tested TIP work type which covers bridge reconfiguration projects.

IDOT District 3 intends to expand the bridge from two lanes to four lanes, in anticipation of future widening of Minooka Road east of I-80. However, they will place concrete barriers and stripe it for two lanes of traffic. The future widening of Minooka Road, to be done by Grundy County, is currently not in the TIP and does not have secure funding. The bridge reconfiguration is moving forward for a June letting. In anticipation of this, staff has requested District 3 amend the TIP to reflect the correct work type.

ACTION REQUESTED: Information

6.0 GO TO 2040 Major Capital Projects

6.1 Circle Interchange Project (http://circleinterchange.org/)

A proposal to amend GO TO 2040 to include the Circle Interchange has been released for public comment. Comments will be received through February 18, 2013.

The proposed amendment will be considered by the MPO Policy Committee and CMAP Board in March.

ACTION REQUESTED: Discussion

6.2 Prairie Parkway

Since a Plan Amendment to add the Circle Interchange project has been proposed, the revision to the description of the Prairie Parkway in GO TO 2040 has also been proposed and released for public comment.

ACTION REQUESTED: Information

6.3 I-90 Managed Lanes

IDOT has begun engineering on an additional lane on I-90/Kennedy Expressway between I-190 and Harlem. CMAP has discussed this project with IDOT and determined that it is part of the I-90 Managed Lanes project. Based on this, the project will be treated as a conformity amendment to the TIP. IDOT is seeking design approval by the end of 2013.

ACTION REQUESTED: Information

6.4 Illiana Expressway

FHWA has issued a record of decision for the Tier I EIS for this project. The schedule for completing the Tier II EIS will be discussed.

ACTION REQUESTED: Discussion

7.0 Hot Spot Analyses

7.1 Circle Interchange

IDOT has provided the attached information on the total and truck volumes for the Circle Interchange for the present and for 2040. This is provided as a follow-up to discussion at the August meeting with respect to whether a hot spot analysis is required for this project or not. Quantitative hot spot guidance is located on the US EPA web site.

ACTION REQUESTED: Discussion and decision on whether a hot spot analysis is required.

7.2 Illiana Expressway

IDOT has provided the attached information on the total and truck volumes for the Illiana Expressway preferred alternative for 2040 without tolls, with tolls and with assumptions for diverted traffic due to tolling for discussion with respect to whether a hot spot analysis is required for this project or not. Quantitative hot spot guidance is located on the US EPA web site.

ACTION REQUESTED: Discussion and decision on whether a hot spot analysis is required.

8.0 Metropolitan Planning Area Update

It is anticipated that the MPA will be updated at the March 2013 MPO Policy Committee meeting. Status of this work will be reviewed.

ACTION REQUESTED: Discussion

9.0 MAP-21 Requirements for CMAQ funding of PM2.5 projects

The status of and need for Buy America Waiver(s) will be addressed.

ACTION REQUESTED: Discussion and Direction

10.0 Major Capital Project Updates

A brief update on the status of Major Capital Projects is available on the Transportation Committee <u>minutes page</u>. The direct link to the report is http://www.cmap.illinois.gov/documents/20583/390192/MajorCapitalProjectsQuarterlyUpdateNovember2012.pdf/1076aa1f-25a2-42ec-9c4d-52af7ac420d3.

ACTION REQUESTED: Information

11.0 Other Business

12.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

13.0 Next Meeting

14.0 Adjournment

Tier II Consultation Team Members:

CMAP	FHWA	FTA	IDOT
IEPA	RTA	USEPA	



Illiana Corridor Study B3 Truck Volumes February 5, 2013

The attached truck volumes were developed for the Illiana Corridor Tier One Environmental Impact Statement (EIS). The B3 limited access facility volumes were estimated using the Illiana Corridor Study travel forecasting model that utilized the CMAP regional model to estimate auto trips internal to the CMAP modeling area (both trip ends within the CMAP modeling area), a new truck-model to estimate truck trips internal to the CMAP modeling area (< 50 miles in length), and new national long distance truck and auto models to estimate external trips (either through trips, or one trip end outside the CMAP modeling area). These new truck and long distance trip tables developed for the Illiana Corridor Study have been provided to CMAP. The Illiana Corridor Study Travel Forecasting Model Technical Report documents the travel forecasting process used to develop the future traffic forecasts and can be found in Appendix D of the Illiana Corridor Tier One Final EIS/Record of Decision (ROD). The 2040 population and employment market-based forecasts that were used as input to the Illiana Corridor Study travel forecasting model are documented in Appendix E of the Illiana Corridor Tier One Final EIS/ROD.

The attached forecast traffic volumes for the B3 Corridor include several scenarios. For the forecast year 2040, both No Toll and Tolled scenarios are presented. The No Toll scenario assumes operation of the limited access B3 facility as a free facility with no toll charges. Two 2040 Tolled scenarios are presented. As presented in Section 2 of the Illiana Corridor Tier One Final EIS, a 60% retained traffic and a 30% retained traffic toll scenarios were used to represent a range of potential toll policies that would result in 60% percent of the traffic retained on the Illiana B3 Corridor (and 40% of the traffic diverted to other facilities due to the tolls), and 30% of the traffic retained on B3 (70% of the traffic diverted to other facilities). This 60% and 30% range of retained traffic under a tolled scenario is intended to encompass the wide range of tolling options that could be applied to this facility, such as flat toll rates, toll rates of vehicle class, toll rates by time-of-day, toll rates by electronic toll collection, dynamic toll rates based on congestion levels, and combinations of the above.

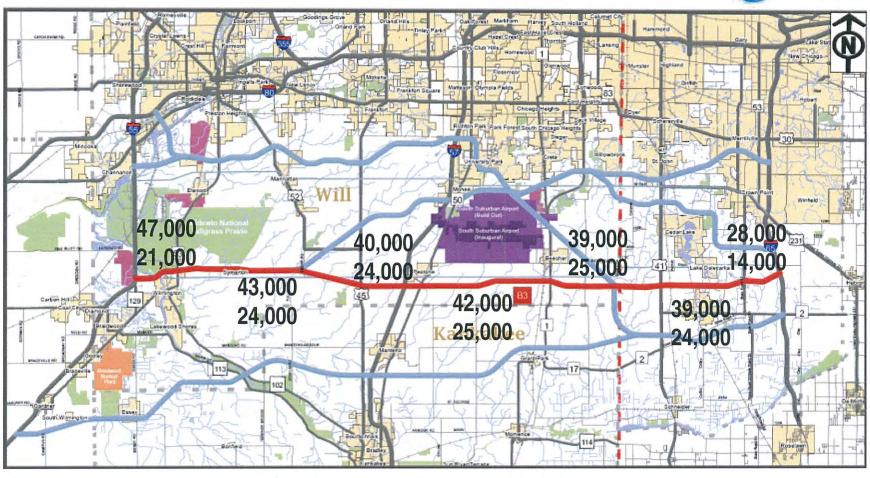
A 2018 traffic forecast is also included for a No Toll scenario. 2018 represents a potential opening year of the Illiana facility. Tolled scenarios were not run for the 2018 forecast year, but a similar range of 60% to 30% retained traffic on B3 can be expected with the application of tolls.

Both medium and heavy truck volumes are reported. Medium trucks are defined as FHWA Vehicle Classes 5, 6, and 7, which correspond to two-axle, three-axle, and four or more axle single unit trucks. Heavy trucks are classified as FHWA Vehicle Classes 8-13 corresponding to single trailer and multi trailer trucks (multi unit trucks).

The volume/capacity ratio was presented as a surrogate for level of service. It reflects the ratio of the number of vehicles traveling on the facility versus the capacity of the facility (4 lanes) assuming a 10% peak hour factor.

Alternative B3 (2040 - No Toll)







2040 Average Daily Traffic = 41,000 2040 Truck Average Daily Traffic = 24,000

ILLIANA 2040 B3 TRAFFIC FORECAST

NO TOLL

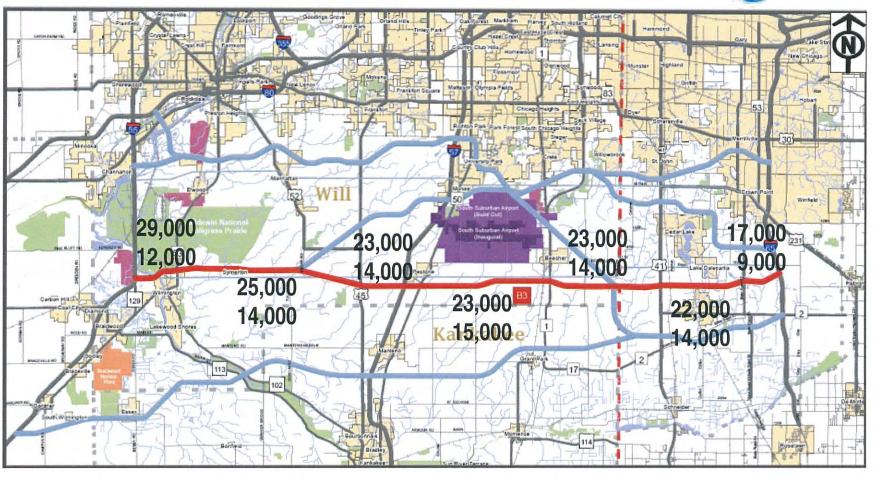
Build Alternative:

Link ID	Section Ends	Comp_Dir	Length (miles)	Passenger Car Vol.	Medium Truck Vol.	Heavy Truck Vol.	Total Volume	Volume/ Capacity
202516	I-55 to IL-53	East	2.49	12,800	1,900	8,000	22,700	
202339	IL-53 to I-55	West	2.44	12,700	2,300	8,900	23,900	
		Both Directions	2.47	25,500	4,200	16,900	46,600	0.58
202353	IL-53 to US-45	East	11.41	9,500	2,400	8,400	20,300	
202354	US-45 to IL-53	West	11.43	8,900	2,700	10,800	22,400	
		Both Directions	11.42	18,400	5,100	19,200	42,700	0.53
202675	US-45 to I-57	East	2.26	8,000	2,200	8,500	18,700	
202676	I-57 to US-45	West	2.27	7,300	2,700	11,000	21,000	
		Both Directions	2.27	15,300	4,900	19,500	39,700	0.50
202367	I-57 to IL-50	East	1.33	7,100	2,500	8,500	18,100	
202368	IL-50 to I-57	West	1.32	7,800	3,000	10,800	21,600	
		Both Directions	1.33	14,900	5,500	19,300	39,700	0.50
202670	IL-50 to IL-394	East	7.73	8,800	2,800	8,600	20,200	
202370	IL-394 to IL-50	West	7.74	8,200	3,100	10,900	22,200	
		Both Directions	7.73	17,000	5,900	19,500	42,400	0.53
202373	IL-394 to US-41	East	6.32	7,200	2,400	8,400	18,000	
202374	US-41 to IL-394	West	6.31	6,800	3,000	11,000	20,800	
		Both Directions	6.32	14,000	5,400	19,400	38,800	0.49
202393	US-41 to SR-55	East	4.90	7,600	2,000	8,300	17,900	
202394	SR-55 to US-41	West	4.85	7,400	2,600	10,800	20,800	
		Both Directions	4.87	15,000	4,600	19,100	38,700	0.48
202397	SR-55 to I-65	East	1.78	7,700	1,000	4,000	12,700	
202399	I-65 to SR-55	West	1.65	6,300	1,600	7,500	15,400	
		Both Directions	1.71	14,000	2,600	11,500	28,100	0.35

Illiana B3 Truck Volumes for AQ.xlsx Summary S-916

Alternative B3 (2040 – Tolled with 60% Traffic Retained)







2040 Average Daily Traffic = 24,000 2040 Truck Average Daily Traffic = 14,000

ILLIANA 2040 B3 TRAFFIC FORECAST

TOLL

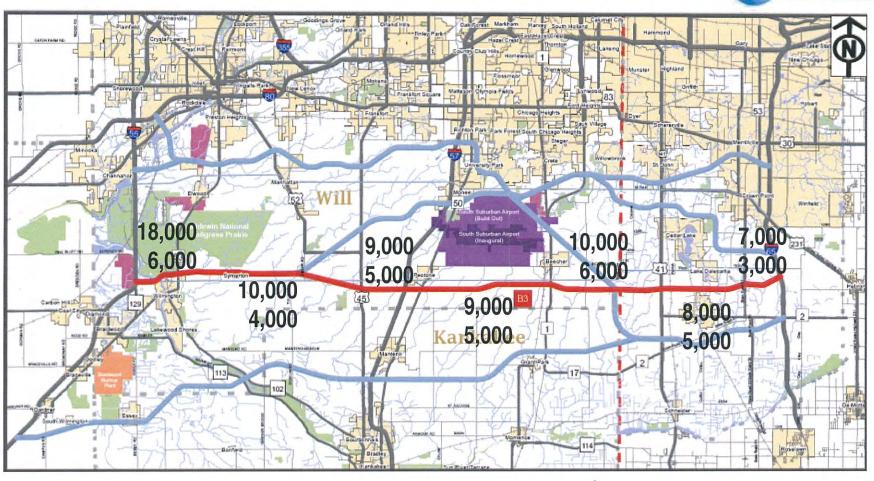
60%

Build Alternative:

Link ID	Section Ends	Comp_Dir	Length (miles)	Passenger Car Vol.	Medium Truck Vol.	Heavy Truck Vol.	Total Volume	Volume/ Capacity
202516	I-55 to IL-53	East	2.49	8,100	1,400	4,000	13,500	
202339	IL-53 to I-55	West	2.44	9,300	1,300	5,000	15,600	
		Both Directions	2.47	17,400	2,700	9,000	29,100	0.36
202353	IL-53 to US-45	East	11.41	5,400	1,400	4,400	11,200	
202354	US-45 to IL-53	West	11.43	5,900	1,400	6,700	14,000	
		Both Directions	11.42	11,300	2,800	11,100	25,200	0.32
202675	US-45 to I-57	East	2.26	4,100	1,300	4,500	9,900	
202676	I-57 to US-45	West	2.27	4,200	1,500	7,000	12,700	
		Both Directions	2.27	8,300	2,800	11,500	22,600	0.28
202367	I-57 to IL-50	East	1.33	4,200	1,400	4,300	9,900	
202368	IL-50 to I-57	West	1.32	5,000	1,700	6,800	13,500	
		Both Directions	1.33	9,200	3,100	11,100	23,400	0.29
202670	IL-50 to IL-394	East	7.73	4,500	1,500	4,400	10,400	
202370	IL-394 to IL-50	West	7.74	4,000	1,700	6,900	12,600	
		Both Directions	7.73	8,500	3,200	11,300	23,000	0.29
202373	IL-394 to US-41	East	6.32	4,400	1,400	4,200	10,000	
202374	US-41 to IL-394	West	6.31	4,200	1,800	7,000	13,000	
		Both Directions	6.32	8,600	3,200	11,200	23,000	0.29
202393	US-41 to SR-55	East	4.90	4,200	1,100	4,000	9,300	
202394	SR-55 to US-41	West	4.85	4,100	1,500	6,900	12,500	
		Both Directions	4.87	8,300	2,600	10,900	21,800	0.27
202397	SR-55 to I-65	East	1.78	4,400	600	2,500	7,500	
202399	I-65 to SR-55	West	1.65	3,700	800	5,200	9,700	
		Both Directions	1.71	8,100	1,400	7,700	17,200	0.22

Alternative B3 (2040 – Tolled with 30% Traffic Retained)







2040 Average Daily Traffic = 10,000 2040 Truck Average Daily Traffic = 5,000

ILLIANA 2040 B3 TRAFFIC FORECAST

TOLL

30%

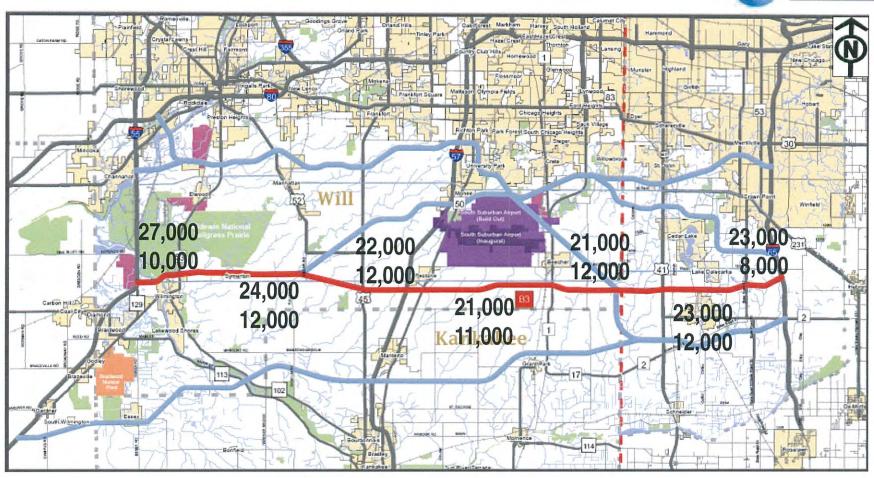
Build Alternative:

Link ID	Section Ends	Comp_Dir	Length (miles)	Passenger Car Vol.	Medium Truck Vol.	Heavy Truck Vol.	Total Volume	Volume/ Capacity
202516	I-55 to IL-53	East	2.49	6,100	1,100	2,100	9,300	
202339	IL-53 to I-55	West	2.44	5,600	800	2,100	8,500	
		Both Directions	2.47	11,700	1,900	4,200	17,800	0.22
202353	IL-53 to US-45	East	11.41	3,200	600	1,400	5,200	
202354	US-45 to IL-53	West	11.43	2,600	500	1,900	5,000	
		Both Directions	11.42	5,800	1,100	3,300	10,200	0.13
202675	US-45 to I-57	East	2.26	2,200	500	1,400	4,100	
202676	I-57 to US-45	West	2.27	2,300	300	2,400	5,000	
		Both Directions	2.27	4,500	800	3,800	9,100	0.11
202367	I-57 to IL-50	East	1.33	2,000	700	1,400	4,100	
202368	IL-50 to I-57	West	1.32	3,000	700	2,500	6,200	
		Both Directions	1.33	5,000	1,400	3,900	10,300	0.13
202670	IL-50 to IL-394	East	7.73	2,100	700	1,400	4,200	7
202370	IL-394 to IL-50	West	7.74	1,900	700	2,400	5,000	
		Both Directions	7.73	4,000	1,400	3,800	9,200	0.12
202373	IL-394 to US-41	East	6.32	2,100	800	1,400	4,300	
202374	US-41 to IL-394	West	6.31	2,100	800	2,800	5,700	
		Both Directions	6.32	4,200	1,600	4,200	10,000	0.13
202393	US-41 to SR-55	East	4.90	1,300	600	1,200	3,100	
202394	SR-55 to US-41	West	4.85	1,900	600	2,600	5,100	
		Both Directions	4.87	3,200	1,200	3,800	8,200	0.10
202397	SR-55 to I-65	East	1.78	1,700	300	1,100	3,100	
202399	I-65 to SR-55	West	1.65	2,000	200	1,500	3,700	
		Both Directions	1.71	3,700	500	2,600	6,800	0.09

Alternative B3 (2018 – No Toll)









2018 Average Daily Traffic = 23,000 2018 Truck Average Daily Traffic = 11,000

ILLIANA 2018 B3 TRAFFIC FORECAST

NO TOLL

Build Alternative:

Link ID	Section Ends	Comp_Dir	Length (miles)	Passenger Car Flow	Medium Truck Flow	Heavy Truck Flow	Total Volume	Volume/ Capacity
202516	I-55 to IL-53	East	2.49	8,700	1,400	4,300	14,400	
202339	IL-53 to I-55	West	2.44	9,000	1,000	3,000	13,000	
		Both Directions	2.47	17,700	2,400	7,300	27,400	0.34
202353	IL-53 to US-45	East	11.41	6,200	1,100	4,100	11,400	
202354	US-45 to IL-53	West	11.43	6,100	2,300	4,300	12,700	
		Both Directions	11.42	12,300	3,400	8,400	24,100	0.30
202675	US-45 to I-57	East	2.26	5,300	1,000	4,100	10,400	
202676	I-57 to US-45	West	2.27	5,100	2,300	4,300	11,700	
		Both Directions	2.27	10,400	3,300	8,400	22,100	0.28
202367	I-57 to IL-50	East	1.33	4,700	1,000	4,300	10,000	
202368	IL-50 to I-57	West	1.32	4,600	2,000	4,100	10,700	
		Both Directions	1.33	9,300	3,000	8,400	20,700	0.26
202670	IL-50 to IL-394	East	7.73	4,700	1,000	4,300	10,000	
202370	IL-394 to IL-50	West	7.74	4,600	2,000	4,100	10,700	
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202374	US-41 to IL-394	West	6.31	4,500	2,100	4,200	10,800	
		Both Directions	6.32	9,000	3,100	8,500	20,600	0.26
202393	US-41 to SR-55	East	4.90	5,400	1,000	4,300	10,700	
202394	SR-55 to US-41	West	4.85	5,900	2,000	4,200	12,100	
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202399	I-65 to SR-55	West	1.65	7,000	1,600	3,300	11,900	
		Both Directions	1.71	15,000	2,300	6,000	23,300	0.29

Illiana B3 Truck Volumes for AQ.xlsx Summary

Illiana Coordination Meeting with CMAP

Organization 2-marl Name shimizuraphivotosco Parsas Brokehoff Can Shimizur DON KOPEC Skopec@ cmap. Illinas. gov CMAP rblankenhorn Demap., Ilmois. gov CMAP Randy Blankenhan cmme mundoney (comp, il)ins gu Mast Malony · leary@cmap.illinois gov Jill Leary CMAP Kures " Kernit Wies CITATI ED LEONARD Parsons BRINCHARITET Leonande approvate com PETE HARMET 100g POFE. HAPMORDIUNDSE Steven. Solvike 1/1/2015 sou Steve Schilke JOOK Kesti, susinskas Cillinois, gov Kesti Susinskas AFCOM



STAKEHOLDER MEETING SUMMARY

Chicago Metropolitan Agency for Planning

Date: February 14, 2013

Time: 9:30 AM

Location: Chicago Metropolitan Agency for Planning (CMAP) Office

The primary purpose of the meeting was to discuss the current status of the-Illiana Corridor Study, initiate coordination on adoption on considering of the Illiana project as an amendment into the fiscally constrained CMAP GO TO 2040 Plan, and to-outline the Tier Two EIS process. A meeting attendance sheet is attached. After introductions, the following items were discussed:

- Steve Schilke and Pete Harmet gave a summary status report on the Illiana Corridor Study. The Tier One Single Document Final Environmental Impact Statement/Record of Decision (FEIS/ROD) was released on January 18, 2013, which formally ended Tier One. Tier Two has begun and will locate a preferred alignment (approximately 400-foot right-of-way footprint) within the general 2,000-foot wide selected corridor. The project team has held approximately 40 one-on-one stakeholder meetings to gain additional information on locating the corridor and potential road closures.
- Tier Two is scheduled to be completed in March 2014. However, the project team is reviewing the project schedule to potentially accelerate the completion of Tier Two to the end of 2013.
- IDOT has advertised for a public-private partnership (P3) advisor. . The current proposed schedule is to issue a Request for Qualifications (RFQ) for a concessionaire in a July/August 2013 timeframe, and a Request for Proposal (RFP) in a December 2013 timeframe. It is expected that negotiations would be concluded with a selected concessionaire in September of 2014. A Level Two financial analysis is currently being performed, with preliminary information expected in the summer.
- The project team is conducting more detailed environmental studies for Tier Two, including field surveys and close coordination with the Midewin National Tallgrass Prairie. Landowner meetings are currently being conducted to find out more information to assist in locating the 400-foot working alignment within the 2000-foot corridor.
- A Corridor Planning Group (CPG) meeting will be held in March. This will also include initiating land use analysis in the corridor, for which the project team will request CMAP's assistance.
- Pete Harmet said that the Department will be approaching CMAP for adoption of the Illiana project in to the long range transportation plan and transportation improvement program. A draft adoption schedule was distributed showing CMAP staff recommendation on the project to the formal adoption of the project by CMAP Policy Committee in October 2013. IDOT requested that CMAP provide what information they will need on the project for their adoption process and to review the schedule.
- Randy Blankenhorn asked why <u>CMAP needed to adopt</u> the project <u>needed to be amended into the fiscally constrained GO TO 2040 Planinto the plan</u> before a concessionaire is on board. IDOT responded that plan adoption was needed for several reasons, including risk exposure for the project (having the project not adopted in the MPO plan would increase risk of project readiness), the federal requirement of the project being in to plan before a ROD could be issued, and to prove project readiness for Transportation Infrastructure Finance and Innovation Act (TIFIA) applications.
- Randy Blankenhorn asked if IDOT was going to be doing all of the land acquisition, or if the
 concessionaire was going to acquire the land, with IDOT reimbursing the concessionaire. IDOT
 responded that the Department would acquire the land and the State would maintain ownership of
 the land for the project.



- A discussion on the financial analysis ensued. CMAP wants to know what the public cost is of the project. The Tier Two financial analysis will include a Level 2 financial analysis that will examine costs and financing options, including tolling and availability payments. The Tier Two financial analysis should be completed in the summer, and can be shared with CMAP.
- Randy Blankenhorn asked when the Tier Two DEIS would be released. IDOT responded that a preliminary schedule showed the release of the DEIS in July of this year. IDOT also said that the level of engineering detail in Tier Two will be less than a traditional IDOT project, but will be sufficient to identify basic footprint requirements, impacts and costs. The Tier One interchange locations were discussed, including the I-55/IL-129, the IL-53 options, US-45/52, I-57, IL-1, US-41, IN-55, and I-65. Potential future interchanges are being discussed in Tier Two at IL-50, Ashland, and Cedar. IDOT is also working with Will County who is very interested in working towards creating a comprehensive land use plan for the corridor.
- Randy Blankenhorn said that CMAP wants to work with IDOT. Depending on the timing, CMAP may want to see early draft versions of information, such as the secondary and cumulative impacts section of the DEIS. CMAP will also need interchange location information. Randy Blankenhorn said that there was also flexibility for scheduling a Policy Committee meeting for the November/December timeframe to adopt consider a recommendation of the project. IDOT said that they would work with CMAP to provide them the information that they needed, and wanted to keep to the October 2013 adoption schedule. CMAP said they would review the schedule and get back to IDOT on the time and information that CMAP needed for plan adoption of the Illiana project.
- There was a discussion of other project evaluation factors and the need to show how Illiana promotes the goals of GO TO 2040. At the request of the project team, Randy Blankenhorn said that they would share drafts of their analyses of the Illiana project to IDOT. Matt Maloney said that the facility was miles away from existing development. The project team responded there were constraints (Midewin and the proposed South Suburban Airport) and that benefits occurred to existing communities throughout the corridor.
- There was a discussion of the 2040 socioeconomic forecasts. CMAP and IDOT agreed that what
 was needed was to understand the differences between the CMAP GO TO 2040 forecasts and the
 Illiana forecasts, and that the Illiana project did not have to use the CMAP forecasts. Kermit Wies
 also suggested that GO TO 2040 eshould be used for a "no build". This topic will be discussed at the
 upcoming IDOT/CMAP technical meeting.
- Kermit Wies said The al Chalabi Group did a good job documenting their forecasts methodology.
 However, there were some missing pieces, such as the land use coordination for corridor communities. He said that they would be performing the air quality conformity modeling in August.
 Discussion was needed regarding some of the underlying assumptions that Parsons Brinckerhoff used on their freight (truck) modeling for the project.
- IDOT suggested and CMAP agreed that monthly technical coordination meetings should occur regardingfor the process for adoption of the Illianaamending the project into the long range transportation plan.

The meeting concluded at approximately 10:30 AM.

cc: Randy Blankenhorn – CMAP
Jill Leary – CMAP
Don Kopec – CMAP
Matt Maloney – CMAP
Kermit Wies – CMAP
Pete Harmet – IDOT





Steve Schilke – IDOT Kesti Susinskas – IDOT Ed Leonard – PB Ron Shimizu – PB



233 South Wacker Drive Suite 800 Chicago, Illinois 60606 312 454 0400 www.cmap.illinois.gov

Tier II Consultation Meeting

Agenda
February 14, 2013
Lake County Room
CMAP Offices
Teleconference # 800-747-5150, Access Code 3867454

1.0 Call to Order and Introductions

10:30 a.m.

- 2.0 Agenda Changes and Announcements
- 3.0 Approval of Minutes December 6, 2012 ACTION REQUESTED: Approval

4.0 Semi-Annual TIP Conformity Amendment

The semi-annual conformity amendment is scheduled to be considered at the March meetings of the CMAP Board and MPO Policy Committee. The amendment was released for public comment at the Transportation Committee meeting on January 18, 2013. Comments received to date will be reviewed with the team.

ACTION REQUESTED: Information

5.0 TIP ID 12-08-0028, FAU 400 Minooka Road FROM US 80 I-80

This project is currently in the TIP as bridge replacement, an exempt work type. In discussions with IDOT District 3, CMAP staff has learned that the project is actually "Bridge/Structure - Reconstruct/Rehab Chng in Lane Use/Widths", an exempt tested TIP work type which covers bridge reconfiguration projects.

IDOT District 3 intends to expand the bridge from two lanes to four lanes, in anticipation of future widening of Minooka Road east of I-80. However, they will place concrete barriers and stripe it for two lanes of traffic. The future widening of Minooka Road, to be done by Grundy County, is currently not in the TIP and does not have secure funding. The bridge reconfiguration is moving forward for a June letting. In anticipation of this, staff has requested District 3 amend the TIP to reflect the correct work type.

ACTION REQUESTED: Information

6.0 GO TO 2040 Major Capital Projects

6.1 Circle Interchange Project (http://circleinterchange.org/)

A proposal to amend GO TO 2040 to include the Circle Interchange has been released for public comment. Comments will be received through February 18, 2013.

The proposed amendment will be considered by the MPO Policy Committee and CMAP Board in March.

ACTION REQUESTED: Discussion

6.2 Prairie Parkway

Since a Plan Amendment to add the Circle Interchange project has been proposed, the revision to the description of the Prairie Parkway in GO TO 2040 has also been proposed and released for public comment.

ACTION REQUESTED: Information

6.3 I-90 Managed Lanes

IDOT has begun engineering on an additional lane on I-90/Kennedy Expressway between I-190 and Harlem. CMAP has discussed this project with IDOT and determined that it is part of the I-90 Managed Lanes project. Based on this, the project will be treated as a conformity amendment to the TIP. IDOT is seeking design approval by the end of 2013.

ACTION REQUESTED: Information

6.4 Illiana Expressway

FHWA has issued a record of decision for the Tier I EIS for this project. The schedule for completing the Tier II EIS will be discussed.

ACTION REQUESTED: Discussion

7.0 Hot Spot Analyses

7.1 Circle Interchange

IDOT has provided the attached information on the total and truck volumes for the Circle Interchange for the present and for 2040. This is provided as a follow-up to discussion at the August meeting with respect to whether a hot spot analysis is required for this project or not. Quantitative hot spot guidance is located on the US EPA web site.

ACTION REQUESTED: Discussion and decision on whether a hot spot analysis is required.

7.2 Illiana Expressway

IDOT has provided the attached information on the total and truck volumes for the Illiana Expressway preferred alternative for 2040 without tolls, with tolls and with assumptions for diverted traffic due to tolling for discussion with respect to whether a hot spot analysis is required for this project or not. Quantitative hot spot guidance is located on the US EPA web site.

ACTION REQUESTED: Discussion and decision on whether a hot spot analysis is required.

8.0 Metropolitan Planning Area Update

It is anticipated that the MPA will be updated at the March 2013 MPO Policy Committee meeting. Status of this work will be reviewed.

ACTION REQUESTED: Discussion

9.0 MAP-21 Requirements for CMAQ funding of PM2.5 projects

The status of and need for Buy America Waiver(s) will be addressed.

ACTION REQUESTED: Discussion and Direction

10.0 Major Capital Project Updates

A brief update on the status of Major Capital Projects is available on the Transportation Committee <u>minutes page</u>. The direct link to the report is http://www.cmap.illinois.gov/documents/20583/390192/MajorCapitalProjectsOuarterlyUpdateNovember2012.pdf/1076aa1f-25a2-42ec-9c4d-52af7ac420d3.

ACTION REQUESTED: Information

11.0 Other Business

12.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

13.0 Next Meeting

14.0 Adjournment

Tier II Consultation Team Members:

CMAP	FHWA	FTA	IDOT
IEPA	RTA	USEPA	



Illiana Corridor Study B3 Truck Volumes February 5, 2013

The attached truck volumes were developed for the Illiana Corridor Tier One Environmental Impact Statement (EIS). The B3 limited access facility volumes were estimated using the Illiana Corridor Study travel forecasting model that utilized the CMAP regional model to estimate auto trips internal to the CMAP modeling area (both trip ends within the CMAP modeling area), a new truck-model to estimate truck trips internal to the CMAP modeling area (< 50 miles in length), and new national long distance truck and auto models to estimate external trips (either through trips, or one trip end outside the CMAP modeling area). These new truck and long distance trip tables developed for the Illiana Corridor Study have been provided to CMAP. The Illiana Corridor Study Travel Forecasting Model Technical Report documents the travel forecasting process used to develop the future traffic forecasts and can be found in Appendix D of the Illiana Corridor Tier One Final EIS/Record of Decision (ROD). The 2040 population and employment market-based forecasts that were used as input to the Illiana Corridor Study travel forecasting model are documented in Appendix E of the Illiana Corridor Tier One Final EIS/ROD.

The attached forecast traffic volumes for the B3 Corridor include several scenarios. For the forecast year 2040, both No Toll and Tolled scenarios are presented. The No Toll scenario assumes operation of the limited access B3 facility as a free facility with no toll charges. Two 2040 Tolled scenarios are presented. As presented in Section 2 of the Illiana Corridor Tier One Final EIS, a 60% retained traffic and a 30% retained traffic toll scenarios were used to represent a range of potential toll policies that would result in 60% percent of the traffic retained on the Illiana B3 Corridor (and 40% of the traffic diverted to other facilities due to the tolls), and 30% of the traffic retained on B3 (70% of the traffic diverted to other facilities). This 60% and 30% range of retained traffic under a tolled scenario is intended to encompass the wide range of tolling options that could be applied to this facility, such as flat toll rates, toll rates of vehicle class, toll rates by time-of-day, toll rates by electronic toll collection, dynamic toll rates based on congestion levels, and combinations of the above.

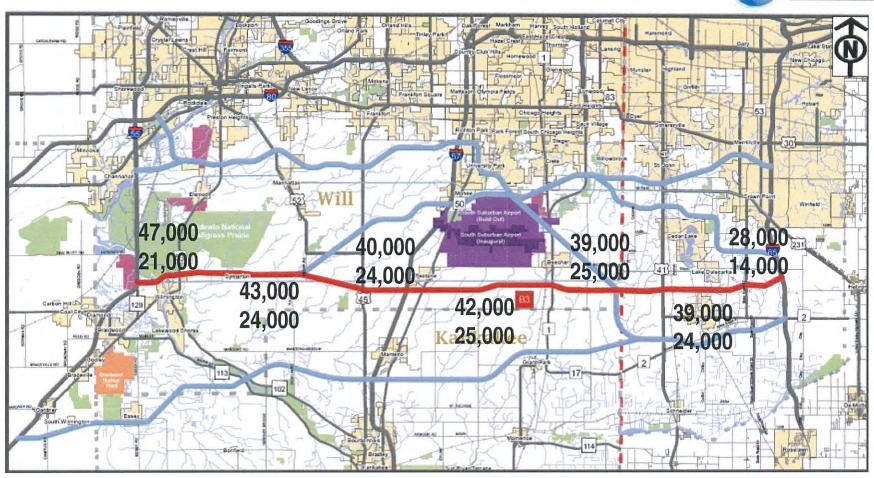
A 2018 traffic forecast is also included for a No Toll scenario. 2018 represents a potential opening year of the Illiana facility. Tolled scenarios were not run for the 2018 forecast year, but a similar range of 60% to 30% retained traffic on B3 can be expected with the application of tolls.

Both medium and heavy truck volumes are reported. Medium trucks are defined as FHWA Vehicle Classes 5, 6, and 7, which correspond to two-axle, three-axle, and four or more axle single unit trucks. Heavy trucks are classified as FHWA Vehicle Classes 8-13 corresponding to single trailer and multi trailer trucks (multi unit trucks).

The volume/capacity ratio was presented as a surrogate for level of service. It reflects the ratio of the number of vehicles traveling on the facility versus the capacity of the facility (4 lanes) assuming a 10% peak hour factor.

Alternative B3 (2040 - No Toll)







2040 Average Daily Traffic = 41,000 2040 Truck Average Daily Traffic = 24,000

ILLIANA 2040 B3 TRAFFIC FORECAST

NO TOLL

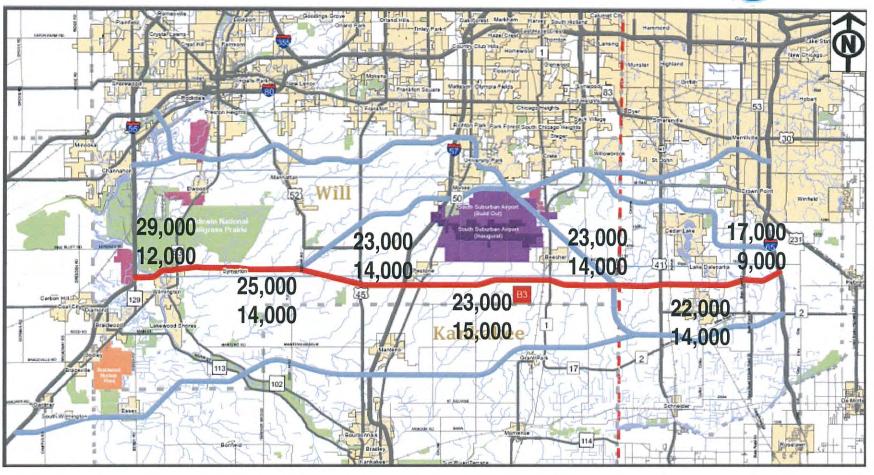
Build Alternative:

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		Both Directions	2.47	25,500	4,200	16,900	46,600	0.58
202353	IL-53 to US-45	East	11.41	9,500	2,400	8,400	20,300	
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202397	SR-55 to I-65	East	1.78	7,700	1,000	4,000	12,700	
202399	I-65 to SR-55	West	1.65	6,300	1,600	7,500	15,400	
		Both Directions	1.71	14,000	2,600	11,500	28,100	0.35

Illiana B3 Truck Volumes for AQ.xlsx Summary S-932

Alternative B3 (2040 – Tolled with 60% Traffic Retained)







2040 Average Daily Traffic = 24,000 2040 Truck Average Daily Traffic = 14,000

ILLIANA 2040 B3 TRAFFIC FORECAST

TOLL

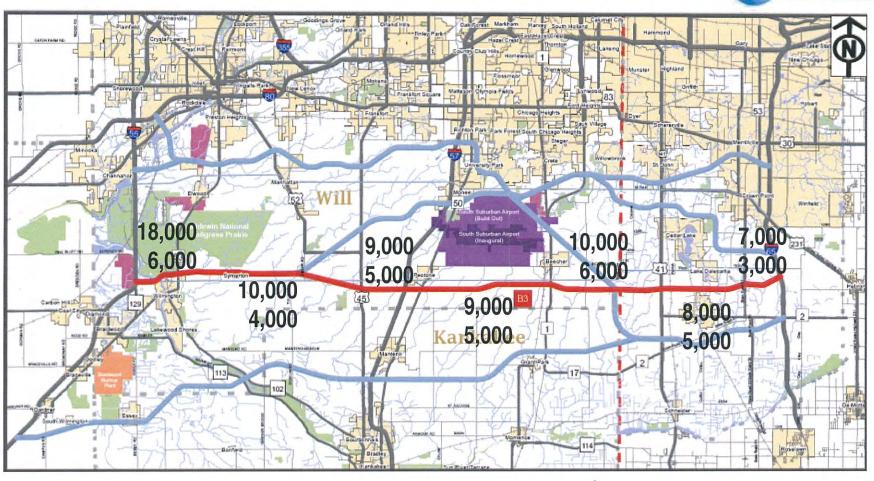
60%

Build Alternative:

Link ID	Section Ends	Comp_Dir	Length (miles)	Passenger Car Vol.	Medium Truck Vol.	Heavy Truck Vol.	Total Volume	Volume/ Capacity
202516	I-55 to IL-53	East	2.49	8,100	1,400	4,000	13,500	
202339	IL-53 to I-55	West	2.44	9,300	1,300	5,000	15,600	
		Both Directions	2.47	17,400	2,700	9,000	29,100	0.36
202353	IL-53 to US-45	East	11.41	5,400	1,400	4,400	11,200	
202354	US-45 to IL-53	West	11.43	5,900	1,400	6,700	14,000	
		Both Directions	11.42	11,300	2,800	11,100	25,200	0.32
202675	US-45 to I-57	East	2.26	4,100	1,300	4,500	9,900	
202676	I-57 to US-45	West	2.27	4,200	1,500	7,000	12,700	
		Both Directions	2.27	8,300	2,800	11,500	22,600	0.28
202367	I-57 to IL-50	East	1.33	4,200	1,400	4,300	9,900	
202368	IL-50 to I-57	West	1.32	5,000	1,700	6,800	13,500	
		Both Directions	1.33	9,200	3,100	11,100	23,400	0.29
202670	IL-50 to IL-394	East	7.73	4,500	1,500	4,400	10,400	
202370	IL-394 to IL-50	West	7.74	4,000	1,700	6,900	12,600	
		Both Directions	7.73	8,500	3,200	11,300	23,000	0.29
202373	IL-394 to US-41	East	6.32	4,400	1,400	4,200	10,000	
202374	US-41 to IL-394	West	6.31	4,200	1,800	7,000	13,000	
		Both Directions	6.32	8,600	3,200	11,200	23,000	0.29
202393	US-41 to SR-55	East	4.90	4,200	1,100	4,000	9,300	
202394	SR-55 to US-41	West	4.85	4,100	1,500	6,900	12,500	
		Both Directions	4.87	8,300	2,600	10,900	21,800	0.27
202397	SR-55 to I-65	East	1.78	4,400	600	2,500	7,500	
202399	I-65 to SR-55	West	1.65	3,700	800	5,200	9,700	
		Both Directions	1.71	8,100	1,400	7,700	17,200	0.22

Alternative B3 (2040 – Tolled with 30% Traffic Retained)







2040 Average Daily Traffic = 10,000 2040 Truck Average Daily Traffic = 5,000

ILLIANA 2040 B3 TRAFFIC FORECAST

TOLL 30%

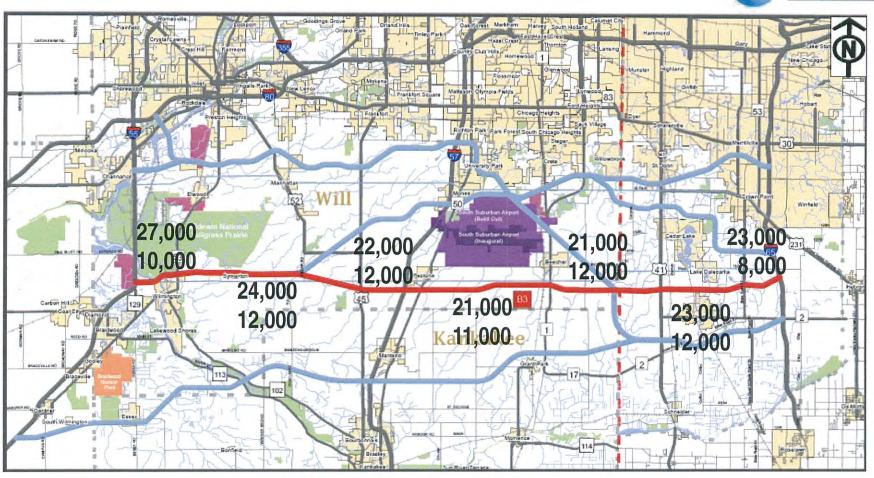
Build Alternative:

Link ID	Section Ends	Comp_Dir	Length (miles)	Passenger Car Vol.	Medium Truck Vol.	Heavy Truck Vol.	Total Volume	Volume/ Capacity
202516	I-55 to IL-53	East	2.49	6,100	1,100	2,100	9,300	
202339	IL-53 to I-55	West	2.44	5,600	800	2,100	8,500	
		Both Directions	2.47	11,700	1,900	4,200	17,800	0.22
202353	IL-53 to US-45	East	11.41	3,200	600	1,400	5,200	
202354	US-45 to IL-53	West	11.43	2,600	500	1,900	5,000	
		Both Directions	11.42	5,800	1,100	3,300	10,200	0.13
202675	US-45 to I-57	East	2.26	2,200	500	1,400	4,100	
202676	I-57 to US-45	West	2.27	2,300	300	2,400	5,000	
		Both Directions	2.27	4,500	800	3,800	9,100	0.11
202367	1-57 to IL-50	East	1.33	2,000	700	1,400	4,100	
202368	IL-50 to I-57	West	1.32	3,000	700	2,500	6,200	
		Both Directions	1.33	5,000	1,400	3,900	10,300	0.13
202670	IL-50 to IL-394	East	7.73	2,100	700	1,400	4,200	7
202370	IL-394 to IL-50	West	7.74	1,900	700	2,400	5,000	
		Both Directions	7.73	4,000	1,400	3,800	9,200	0.12
202373	IL-394 to US-41	East	6.32	2,100	800	1,400	4,300	
202374	US-41 to IL-394	West	6.31	2,100	800	2,800	5,700	
		Both Directions	6.32	4,200	1,600	4,200	10,000	0.13
202393	US-41 to SR-55	East	4.90	1,300	600	1,200	3,100	
202394	SR-55 to US-41	West	4.85	1,900	600	2,600	5,100	
		Both Directions	4.87	3,200	1,200	3,800	8,200	0.10
202397	SR-55 to I-65	East	1.78	1,700	300	1,100	3,100	
202399	I-65 to SR-55	West	1.65	2,000	200	1,500	3,700	
		Both Directions	1.71	3,700	500	2,600	6,800	0.09

Alternative B3 (2018 – No Toll)









2018 Average Daily Traffic = 23,000 2018 Truck Average Daily Traffic = 11,000

ILLIANA 2018 B3 TRAFFIC FORECAST

NO TOLL

Build Alternative:

Link ID	Section Ends	Comp_Dir	Length (miles)	Passenger Car Flow	Medium Truck Flow	Heavy Truck Flow	Total Volume	Volume/ Capacity
202516	I-55 to IL-53	East	2.49	8,700	1,400	4,300	14,400	
202339	IL-53 to I-55	West	2.44	9,000	1,000	3,000	13,000	
		Both Directions	2.47	17,700	2,400	7,300	27,400	0.34
202353	IL-53 to US-45	East	11.41	6,200	1,100	4,100	11,400	
202354	US-45 to IL-53	West	11.43	6,100	2,300	4,300	12,700	
		Both Directions	11.42	12,300	3,400	8,400	24,100	0.30
202675	US-45 to I-57	East	2.26	5,300	1,000	4,100	10,400	
202676	I-57 to US-45	West	2.27	5,100	2,300	4,300	11,700	
		Both Directions	2.27	10,400	3,300	8,400	22,100	0.28
202367	I-57 to IL-50	East	1.33	4,700	1,000	4,300	10,000	
202368	IL-50 to I-57	West	1.32	4,600	2,000	4,100	10,700	
		Both Directions	1.33	9,300	3,000	8,400	20,700	0.26
202670	IL-50 to IL-394	East	7.73	4,700	1,000	4,300	10,000	
202370	IL-394 to IL-50	West	7.74	4,600	2,000	4,100	10,700	
		Both Directions	7.73	9,300	3,000	8,400	20,700	0.26
202373	IL-394 to US-41	East	6.32	4,500	1,000	4,300	9,800	
202374	US-41 to IL-394	West	6.31	4,500	2,100	4,200	10,800	
		Both Directions	6.32	9,000	3,100	8,500	20,600	0.26
202393	US-41 to SR-55	East	4.90	5,400	1,000	4,300	10,700	
202394	SR-55 to US-41	West	4.85	5,900	2,000	4,200	12,100	
		Both Directions	4.87	11,300	3,000	8,500	22,800	0.29
202397	SR-55 to I-65	East	1.78	8,000	700	2,700	11,400	
202399	I-65 to SR-55	West	1.65	7,000	1,600	3,300	11,900	
		Both Directions	1.71	15,000	2,300	6,000	23,300	0.29

Illiana B3 Truck Volumes for AQ.xlsx Summary



233 South Wacker Drive Suite 800 Chicago, Illinois 60606

312 454 0400 www.cmap.illinois.gov

Tier II Consultation Meeting

Minutes - February 14, 2013

Participants:

Reggie Arkell FTA

John Baczek IDOT – District 1 BD&E - via phone

Patricia Berry CMAP

Bruce Carmitchel IDOT – Office of Planning & Programming

Kama Dobbs CMAP John Donovan FHWA

Grace Dysico TranSystems – via phone Matt Fuller FHWA – via phone

Pete Harmet IDOT
Don Kopec CMAP
Michael Leslie USEPA

Sam Mead IDOT – via phone

Maureen Mullen TranSystems – via phone

Holly Ostdick CMAP Ross Patronsky CMAP Mark Pitstick RTA

Thomas Rickert Kane/Kendall Council of Mayors

Mike Rogers IEPA Steve Schilke IDOT

Ron Shimizu Parsons Binkerhoff

Kesti Susinskas AECOM

Gerry Trzupek Huff & Huff – via phone

Stan Wang AECOM Kermit Wies CMAP

Walt Zyznieuski IDOT – via phone

1.0 Call to Order and Introductions

The meeting was called to order at 10:35 a.m. All participants introduced themselves.

2.0 Agenda Changes and Announcements

Ms. Berry stated that items 6.1 and 6.2 would be covered under item 4.0

3.0 Approval of Minutes – December 6, 2012

Ms. Berry noted that Mr. Rickert had provided a correction to item 5.2 in the draft minutes. On a motion by Mr. Carmitchel, seconded by Mr. Pitstick, the minutes were approved as corrected.

4.0 Semi-Annual TIP Conformity Amendment

Mr. Patronsky reported that the semi-annual conformity amendment, which includes the addition of Circle Interchange improvements, and the proposed amendments to GO TO 2040 are currently posted for public comment through February 18, 2013. He reported that there have been no comments on the TIP conformity amendment, and one comment in favor of including the Circle Interchange in GO TO 2040, and a number of comments on the Prairie Parkway. The Prairie Parkway comments addressed where on IL 47 the remaining funds should be used. All comments will be provided to the implementing agency.

5.0 TIP ID 12-08-0028, FAU 400 Minooka Road FROM US 80 I-80

Ms. Berry reported that this project was brought to the consultation team because it is a special circumstance where the bridge is being widened to accommodate four lanes in the future. The project is currently in the TIP as bridge replacement, an exempt work type. In discussions with IDOT District 3, CMAP staff has learned that the project is actually "Bridge/Structure - Reconstruct/Rehab Chng in Lane Use/Widths", an exempt tested TIP work type which covers bridge reconfiguration projects.

Ms. Berry noted that IDOT District 3 intends to expand the bridge from two lanes to four lanes, in anticipation of future widening of Minooka Road east of I-80. However, they will place concrete barriers and stripe it for two lanes of traffic. The future widening of Minooka Road, to be done by Grundy County, is currently not in the TIP and does not have secure funding. The bridge reconfiguration is moving forward for a June letting. In anticipation of this, staff has requested District 3 amend the TIP to reflect the correct work type.

6.0 GO TO 2040 Major Capital Projects

6.1 Circle Interchange Project (http://circleinterchange.org/)

Mr. Patronsky reported on this item under Item 4.0.

6.2 Prairie Parkway

Mr. Patronsky reported on this item under Item 4.0.

6.3 I-90 Managed Lanes

Ms. Berry reported that IDOT has begun engineering for an additional lane on I-90/Kennedy Expressway between I-190 and Harlem. CMAP has discussed this project with IDOT and determined that it is part of the I-90 Managed Lanes project. Based on this, the project will be treated as a conformity amendment to the TIP. IDOT is seeking design approval by the end of 2013.

6.4 Illiana Expressway

Mr. Schilke and Mr. Harmet provided an overview of the status for completing the Tier II EIS. They reported that the EIS is just beginning and that a public hearing is planned by the end of the year with completion by March of 2014. Mr. Weis reported that the deadline for submitting forecast and other information for the transportation model is in July for the project to be included in the conformity analysis to be considered in October. Mr. Schilke noted that a financial plan would be developed by fall.

7.0 Hot Spot Analyses

7.1 Circle Interchange

Mr. Wang reviewed information on the total and truck volumes for the Circle Interchange for the present and for 2040. Mr. Pitstick requested clarification on the Eastbound to Southbound truck volume, which was shown to be greater than the total Eastbound trucks at Racine. Mr. Wang responded that the volumes were derived from truck percentages and that he would verify the numbers and provide that information to the committee. Mr. Wang also provided an overview of the planned ramp configurations, collector/distributor lanes and though traffic lanes. Mr. Weis asked if the proposed design would accommodate future managed lanes. Mr. Wang responded that all through bridges would be able to accommodate an additional lane in the future. Mr. Zyzneiuski noted that there is no significant increase in truck traffic expected. Mr. Leslie stated that based on this, USEPA did not consider the project to be a project of air quality concern. The consensus of the team was that the project is not a project of air quality concern and a hot spot analysis was not required.

7.2 Illiana Expressway

Mr. Shimizu reviewed information on the total and truck volumes for the Illiana Expressway preferred alternative for 2040 without tolls, with tolls and with various assumptions for diverted traffic due to tolling. To clarify, the truck volumes are medium and heavy-duty trucks combined. He noted that tolling policies and a financial plan would be developed during the Tier II process and the projections would be revised if needed. Mr. Pitstick asked where traffic was leaving the facility at the eastern end, and what the volumes were on the north-south routes in the corridor. Mr. Schilke noted that the east end interchange with I-65 does not provide local access and the traffic was exiting locally before reaching I-65. Mr. Weis stated that the low pass through volume is indicative that the demand for the Illiana Expressway is regionally generated. Based on the information provided, it was the consensus of the team that the Illiana Expressway is a project of air quality concern, requiring hot spot analysis.

8.0 Metropolitan Planning Area Update

Ms. Berry reported that discussions with Plano and Sandwich had continued since the last team meeting and that all parties have agreed that both municipalities would begin participating in the Kane/Kendall Council of Mayors in 2014 and that their STP balances as of June 30, 2013 would be segregated from the Council's balance for their exclusive use. Ms. Berry also reported that the MPA would include two full townships in DeKalb County which are located wholly outside of the non-attainment area. Mr. Patronsky added that CMAP transportation model networks extend well beyond the planning area boundary, but that only links within the non-attainment area are used for air quality conformity analysis. Mr. Leslie concurred that this methodology was correct.

9.0 MAP-21 Requirements for CMAQ funding of PM2.5 projects

Mr. Donovan reported that recently project authorizations for CMAQ diesel retrofits and repower projects have been held up due to Buy America provisions. He noted that based on new interpretation of guidance issued in December 2012 that defines engines as "manufactured products", IEPA's project has moved forward, but Cook County's project remains unauthorized due to filters that are made with foreign steel, although possible domestic alternatives have been identified. He stated the Illinois Division is continuing to work with headquarters to determine what projects can be processed. He also stated that there is a pending waiver for GenSet engines in the state of Kentucky that is open for public comment. Ms. Berry asked if it would be appropriate for CMAP to provide comments. Mr. Donovan stated that it would be, and that pursuing a nationwide waiver is a dead end at this point.

10.0 Major Capital Project Updates

A brief update on the status of Major Capital Projects is available on the Transportation Committee <u>minutes page</u>. The direct link to the report is http://www.cmap.illinois.gov/documents/20583/390192/MajorCapitalProjectsQuarterlyUpdateNovember2012.pdf/1076aa1f-25a2-42ec-9c4d-52af7ac420d3.

11.0 Other Business

Ms. Berry reported that in August 2012 the team had determined that TIFIA is a funding mechanism and should not be a fund source in TIP, however since that time CMAP and FHWA have determined that having TIFIA as a fund source is necessary. Staff made the appropriated addition in the TIP database and to Attachment A of the TIP Change and Project Grouping Procedures.

Mr. Rogers advised the group that IEPA is still working on the Conformity SIP agreements. They are still considering whether to have a Memorandum of Agreement with each nonattainment area, or one administrative rule.

12.0 Public Comment

None

13.0 Next Meeting

The next meeting is on call.

14.0 Adjournment

The meeting adjourned at 11:24 a.m.

Tier II Consultation Team Members:

CMAP	FHWA	FTA	IDOT
IEPA	RTA	USEPA	





100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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NIRPC Coordination Meeting Agenda

March 8, 2013 10:30 a.m. -11:30 a.m. (Central Time) @ NIRPC Office

Agenda Items:

- 1. Status summary of Illiana Corridor Study (Powerpoint)
- 2. Illiana adoption process into NIRPC Comprehensive Regional Plan
 - Schedule (assuming a November 2013 adoption)
 - Socioeconomic forecasts
 - Financial analysis
 - Environmental justice
 - Other evaluation measures (purpose & need, mobility, land use, safety, environmental, quality of life, complete streets)
 - Congestion Management System analysis
 - Air quality conformity analysis
- 3. Continued coordination





Illiana Corridor Timeline for NIRPC Adoption in Long Range Transportation Plan

Initiate MPO Staff Coordination & Initiate Consultation Process	Submit letter requesting addition of Illiana to LRTP	Provide MPOs w/ Illiana Network Assumptions & Financial Information	Coordinatio	n with MPO sta Assumptions	aff on Illiana				
				IIIIANA C	CORRIDOR				
			 R	TP & TIP ADOI					
			•	7.50.		-			
		MPO Transp. Committees			MPO performs Conformity Analysis for Plan & TIP	MPO performs Public Involvement for Plan & TIP Amendments	MPO Transp. Policy Committee	MPO Full Commission Meeting	
		Introduction of Illiana & Intent to Include in Plan & TIP					Recommendation to Full Commission to Include in Plan & TIP	Approval of Amendments to Include Illiana in Plan & TIP	
Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Illiana Coordination Meeting March 8, 2013

	NIRPC AM	
NAME	AGENCY	Kesti, susinskas Cillmois, gov
Kesti Susinskas	AECOM	kesti, susinskas C'Ilmois, gov
Joyce Newland	FITWA-IN DIVISION	joyce. newland@dot. gov
TY WARNER	NIRPL	TWARNER @ NIRPC.ORG
BIII Brown	NIRPC	wbrown Oningcorg
Steve Strains	NIRPC	sstrains a ninge. org
KATIE KUKIELKA	AECOM	KATIE. KUKIELKA@ILLINOIS.GOV
ED LECUNARD	Parsons Brinchurhoff	Leonarde @ powor U.com
for Shimm	10 10	Shimbare powedd-con Shimbare powedd-con JEALLe inst. in. gar
Jim Earl	INDOT	JEALL e indé. in. gov
Jim Pinkerton	INDOT	upinkerton @ indot. in. gov
1-Rulp Roll	Farsons Ennoberhalf	Foth Pd @ pbwork.com



STAKEHOLDER MEETING SUMMARY

Northwestern Indiana Regional Planning Commission

Date: March 8, 2013 Time: 10:30 AM

Location: Northwestern Regional Planning Commission (NIRPC) Office

The primary purpose of the meeting was to discuss the current status of the Illiana Corridor Study, including the planned Tier Two EIS process, and initiate coordination on amending the Illiana project into the fiscally constrained NIRPC 2040 Comprehensive Regional Plan. A meeting attendance sheet is attached. After introductions, the following items were discussed:

- Jim Earl gave a summary status report on the Illiana Corridor Study. The Tier One Single Document Final Environmental Impact Statement/Record of Decision (FEIS/ROD) was released on January 18, 2013, which formally ended Tier One. Tier Two has begun and will locate a preferred alignment (approximately 400-foot right-of-way footprint) within the general 2,000-foot wide B3 selected corridor. The project team has held approximately 40 one-on-one stakeholder meetings to gain additional information on locating the corridor and discuss potential road closures. There were also five landowner meetings held in February, two of which were held in Indiana. Environmental field surveys are also being conducted, with geotechnical surveys to be starting shortly.
- Regarding the Tier Two schedule, Jim Earl said that Tier Two ROD is scheduled for completion in March 2014. However, the project team has been asked to accelerate completion of Tier Two. A public meeting is scheduled for mid-April and a public hearing is anticipated this fall. After the public hearing, it is expected that INDOT will know if the project is a go.
- Ty Warner asked about positions of the locals. Cedar Lake has included the project in their comprehensive Plan. INDOT has also been coordinating with Lowell and Crown Point, as well as Lake County. The Corridor Planning Group is the formal mechanism for involving local officials, agencies and organizations. Steve Strains said that NIRPC has been receiving letters on the Illiana project and have been forwarding them to INDOT.
- Jim Earl said that in discussions with landowners and stakeholders opposed to the project that he has been telling them that although they desire that the project doesn't get built, they should participate to make it the best project it can be if it does get built. The project team has identified landowner relations representatives as a single point of contact for the landowners. Kesti Susinskas said that the sentiment of many of the landowners is that they were grateful that current information was being provided. There are approximately 450 landowners being affected some want to be taken, others not.
- Ron Shimizu distributed a draft schedule depicting a process for amending the Illiana project into the financially constrained long range transportation that would conclude in November 2013. NIRPC said that their full Commission will meet in October 2013, and it was agreed that the schedule should be revised accordingly. Steve Strains and Bill Brown discussed the importance of public involvement for this plan amendment. It was agreed that both INDOT and NIRPC would have a joint approach to the public involvement, so that the public doesn't have to go to Illiana project public meetings and NIRPC public meetings. INDOT would also provide short updates on the project at the transportation policy committee meetings. The importance of outreach to the environmental justice (EJ) communities was also discussed. NIRPC also pointed out that their Commission has used weighted voting on any action if requested (moved and seconded).



- NIRPC's public participation plan is currently available for public comment. NIRPC suggested that a 45-day comment period might be more appropriate for a major plan amendment.
- NIRPC discussed that their 2040 socioeconomic forecasts would be initially used to evaluate the project. For the conformity analysis, a build scenario would be required and would utilize information from the Illiana build socioeconomic forecasts. NIRPC is expecting the approval of new emissions budgets by USEPA in the May-June timeframe. Concern was expressed regarding any potential delay in receiving approval of the new budgets, as NIRPC needs to perform a new conformity analysis to avoid lapsing of the plan/TIP in July. The potential for conforming a plan/TIP with only exempt projects was discussed. NIRPC also said that INDOT would be assisting NIRPC in running the MOVES model post processing for the conformity analysis.
- It was agreed that monthly technical coordination meetings should occur for the adoption of the Illiana project into the fiscally constrained long range transportation plan. The next meeting was scheduled for Tuesday, March 19, 2013 at 2:00 p.m. (Central Time).

The meeting concluded at approximately 11:45 AM.

cc: Ty Warner– NIRPC
Steve Strains – NIRPC
Bill Brown – NIRPC
Jim Earl – INDOT
Jim Pinkerton – INDOT
Joyce Newland – FHWA
Kesti Susinskas – IDOT Program Manager
Katie Kukielka – IDOT Program Manager
Ed Leonard – PB
Philip Roth – PB
Ron Shimizu – PB



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MEETING SIGN-IN SHEET

Date: March 12, 2013

Location: IDOT District 1, Programming Conference Room

Purpose: Land Acquisition Management and Web Application Demo

Name	Representing	Email Address
1. Tony Coleman	- PB	Colemant & PSWOOD, Com
2. JOAQUIN HIDALGO	GENEXUS	JHIDALGO @ GENEXUSUSA. COM
3. DANE DROTTS	GENERUS USA	
4 Dave M'Gisbon	Paisons Brincherhoff	Mc GiSone PBN oold.com
5. MIKE PING	EMIRONMENTAL DESIGN	mrinare cuidesigni. com
6. WAYNE L. MORY	ASE	w. mory@americansurvey Ca
7. KEITH A GREGORY	CWA	Kgregory ecma survey cong
8. DAVID A CLAASSEM	/ CWA	DOVE @ CWA SURVEY. COM
9. Jeni Lyon	HLR	ilyon@hlreng.com
10. Mike Curtis	Fuhrmann - Eng	Mountis @ Fuhrmann - Eng. Com
11. Jeft Bislich	PB	bistich japhworld.com
12. Ralph Morgan	PB	Morgant pp pworld. com
13. LANCE VINDEL		Winse Pimps : 1. com
14. Ken Pesavento	Rockiges, Tonelli	Klesavento @ Ruatige-towellicom
15. LON HODGEN	11	PHODEENE PUBLIFIED CONSULTON
16. KEITH STODDARD	INOT LAND ACK	KEITH, STODDARDO ILLINOIS. GOV
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Illiana Corridor Phase I Study

LAND ACQUISITION DATABASE AND WEB INTERFACE PRESENTATION MEETING SUMMARY

Date: March 12, 2013 Time: 9:30 AM (CST)

Location: Illinois Department of Transportation, District 1, 201 West Center Court, Schaumburg, IL

Attendees: See attached Meeting Sign-In Sheet

Please provide the author any comments and/or suggested revisions within five (5) business days. If no additional comments or clarifications are received, the summary will be considered final. However, in the event that any comments and/or suggested revisions are received, the meeting summary will be revised and redistributed as necessary.

The purpose of the meeting was to discuss the Land Acquisition Database with IDOT personnel and IDOT consultants working on the land acquisition portion of the Illiana Corridor. The agenda included:

- 1. Introductions
- 2. Status
- 3. Overview of Land Acquisition Database
- 4. Coordination with third party consultants contact information
- 5. Questions / Comments
- Data needs from IDOT / INDOT
- 7. Data needs from the Illiana project team

Following introductions, Dave McGibbon with Parsons Brinckerhoff gave a brief overview of the project and discussed the purpose of the Land Acquisition Database. Dave explained that the database would enable the r/w management team to track the progress of a parcel through the land acquisition process and to track overall progress of the project.

Joaquin Hidalgo with Genexus demonstrated the basic functionality of the software by creating a land acquisition parcel and transitioning the parcel through the land acquisition process.

Laura Aquiar with Genexus demonstrated (remotely) several options available in the database.

Dave explained that training would be available for the Land Acquisition Database and that staff from Parsons Brinckerhoff would be in contact with the IDOT consultants to request contact information for all of the database users and to schedule training.

The meeting concluded at approximately 11:00 AM (CST).





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MEETING SIGN-IN SHEET

Date: March 15, 2013

Location: CMAP Offices, Willis Tower

Purpose: CMAP Illiana Coordination Meeting

Name	Representing	Email Address
1. Ron Shancon	Pagans Brincheros	Shimizure phareld-com
2. Mike three	FAWA (phone)	
3. John Donovan	FHWA	john, Donovan Cast, gov
4. Matt Fuller	FHWA	matt. Fuller @dot. gov
5. KATIE KUKIELKA	AECOM / IDOT	KATIE. KUKIELKA@ ILLINOIS.GOV
6EDLEONARD	BromBrinderihoff	Leonarde phonoild. com
7. Jim Earl	INDOT	JEARL @ INDOT. IN. GOV
8. Steve Schille	500T	Steven Schiller Minis gov
9. Kermit Wies	PALCHAP	Kwies QCMSp. Mirrois god
10. Mast Malory	cmre	maraloney @ comp. i limis - gu
11. Sill Leary	CMAP	ilcandemap. Iliniis. gov
12. DON KOPEC	CNAP	Telame consp. U. no. 5.92
13. JESSE ELAM	CMAP	jelane consp. U. 10.5.92
14. Jon Paulkohk	FHWA	jon Paul, Kopler @ dot. 90
15. MARGERY (LC) ALAI	31 ACG	ACGIRADE COM
16. Suhail al Chalch	3	4
17. PETE HARMET		PEE. HARNET BILLINGS. 60
18. Randy Blankenhorn	CMAP	
19. Mike Bowen	FHWA	J. Michael. Bowen Edot. gov
20. Claire Bozic	CMAr	chozice cmap llinow.gov
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STAKEHOLDER MEETING SUMMARY

Chicago Metropolitan Agency for Planning

Date: March 15, 2013

Time: 10:00 AM

Location: Chicago Metropolitan Agency for Planning (CMAP) Office

The purpose of the meeting was to begin the technical coordination process for considering the Illiana project as an amendment to the fiscally constrained CMAP GO TO 2040 Plan. A meeting attendance sheet is attached. After introductions, the following items were discussed:

- Matt Maloney requested that the draft February 14, 2013 meeting summary be revised. He will work offline with Ron Shimizu to revise the "adoption into the plan" wording to more accurately address the CMAP plan amendment process that includes a staff recommendation to the Policy Committee, who makes the decision. Kermit Wies also requested revisions to the draft meeting summary, changing "could" to "should" in bullet point 13 regarding the No Build, and adding "methodology" after forecasts in bullet point 14 regarding the socioeconomic forecasts. These revisions will be incorporated and a revised meeting summary will be distributed.
- A handout was distributed by Ron Shimizu containing a table and map of the No Action (No Build) projects from the Illiana Corridor Tier One Environmental Impact Statement (EIS). Ron Shimizu explained that these No Action Alternative projects had been previously presented at the Corridor Planning Group meeting and included in the Transportation System Performance Report. It was pointed out that several projects, such as the I-80 and I-55 widenings were not in the fiscally constrained portion of the GO TO 2040 Plan. Matt Maloney asked why the projects that were not in the GO TO 2040 Plan were assumed to be built as part of the No Action alternative for the Illiana project. Pete Harmet responded that these projects were beyond their multi-year program, but these projects will need to be done. Steve Schilke said that IDOT is currently performing a Phase 1 study on I-80, and the I-80 and I-55 river bridges will need to be replaced. If you are reconstructing these bridges for \$200 million each, then it would make sense to widen, since they need to last another 50 years. Matt Maloney asked FHWA about inclusion of these projects. Jon-Paul Kohler said that IDOT was informing us of what was being planned over the next 30 years. Matt Fuller pointed out that these were not committed projects, contrary to the title on the table. Matt Maloney said that CMAP's main concern is the interstates, and if the projects are not in the plan, then it is an issue. Jill Leary said that let CMAP staff digest the information and get back to IDOT.
- Suhail and Margery al Chalabi presented the handout that was distributed on "Historic and Forecasted Growth in the Region of Chicago, Market-Driven versus Policy-Based Socio-Economic Forecasts (2010-2040)." The presentation included why a market-driven approach was used, comparisons between population and employment forecasts, City of Chicago and township specific forecasts, and No Build versus Build Illiana forecasts. Margery al Chalabi presented the findings of a bottom-up analysis and forecast to corroborate the Tier One Market-Driven 2040 forecast of population for the City of Chicago. To do this, analyses and forecasts were prepared for twelve grouped community areas within the City. These forecasts were summed; and the totals confirmed the Tier One forecast of 3,000,000. Kermit Wies asked if the City of Chicago analysis was new work. Suhail al Chalabi responded that the Chicago analysis was new work, and was not part of the Tier One work, and resulted in only minor impact differences. Kermit Wies asked whether there was a "sweet spot" on the logistics S-curve graphics the point of intersection between the declining curve representing remaining developable land and the ascending curves representing population and employment. Kermit Wies noted that he observed that this point occurred on average at approximately 40 percent of land availability and at 50 percent-plus of population/employment



holding capacity. Suhail al Chalabi concurred and explained that early development in a township occurs at lower densities; and, as land becomes scarce, development densities increase. Such observations are considered in calculating holding capacities.

- Kermit Wies presented the handout that was distributed on "GO TO 2040: Proposing a major capital project amendment, Evaluation process and guidelines Illiana Corridor" (March 11, 2013). He indicated that Steve Schilke from IDOT and Kermit Wies from CMAP would be the points of contact regarding the project to avoid any confusion, and that they would have bi-weekly calls to coordinate the process. Kermit Wies outlined the timeline presented in the handout for the evaluation, and summarized the data and information needs. The Tier Two corridor land use planning effort with the communities was discussed and there was consensus that it was unlikely that the effort would be completed in time for the evaluation. The field surveys for environmental resources and the financial analysis is ongoing, and could be provided in pieces. Kermit Wies advised that the information provided by IDOT should be tailored to how the project relates to the 2040 plan. Ron Shimizu asked about the possibility that the project team include a project analysis document along with the CMAP staff evaluation. Kermit Wies responded that the project had their own means of distributing its information.
- Subsequent meetings would be on call, based on a need identified in the bi-weekly coordination calls between Kermit Wies and Steve Schilke.

The meeting concluded at approximately 11:30 AM.

Kermit Wies - CMAP CC: Matt Maloney - CMAP Jill Leary - CMAP Don Kopec - CMAP Jesse Elam - CMAP Claire Bozic - CMAP Randy Blankenhorn - CMAP Pete Harmet - IDOT Steve Schilke - IDOT Katie Kukielka - IDOT Jim Earl - INDOT Jon -Paul Kohler - FHWA Matt Fuller – FHWA John Donovan – FHWA Mike Bowen - FHWA Mike Hine - FHWA (via teleconference) Suhail al Chalabi - ACG Margery al Chalabi - ACG Ed Leonard – PB Ron Shimizu - PB





100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

MEETING SIGN-IN SHEET

Date:3	3/19/13		
	NIRPC		
Purpose:	Illiana	NIRPC	Coordination

Name	Representing	Email Address
1. RON Shimizu	Parsons Brincherhoff	Zhimizur ephodd-com
	AECOM/IDOT	KATIE. KUKIELKA@ ILLINOIS. GOV
3. Steve Strains	NIRPE	Sstrains a nirpc, ora
4EU LEONAIZI)	Parsons Brinckshof	Leonarde e phwoild. con
5. Juha la Chalabi	ACG	ACG Trang adl. com
6. MARGERY AL-CHALAB	1 ACG	**
7. KEVIN GARCIA	NIRPC	Egartia@nirpc.org TWARNER ENIRPC.ORG
8. TY WARNER	NIRPC	TWARNER ENIREC. ORG
9. Bill Brown		wbrown @ nirpc.org
10. Stephen Sostance	NIRPC	ssostant entrac.org
11. Jim Pinkerton		- Ipinkerton @indot.in.gov
12. Jim Earl	MDOT	JEARLE MOST, IN. GOV
13. JOYCE NEWLAN	D Fitura	joyce, newland & dot.gov
14. PHILLIP ROTH	PB By PHONE	
15. Eman Ibrahim	NIRPC	eibrahim@nirpc-org
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STAKEHOLDER MEETING SUMMARY

Northwestern Indiana Regional Planning Commission

Date: March 19, 2013

Time: 2:00 PM

Location: Northwestern Regional Planning Commission (NIRPC) Office

The purpose of the meeting was to begin the technical coordination process for considering the Illiana project as an amendment to the fiscally constrained NIRPC 2040 Comprehensive Regional Plan. A meeting attendance sheet is attached. After introductions, the following items were discussed:

- The first Corridor Planning Group (CPG) meeting for Tier Two was just recently held on March 14, 2013 that reviewed the overall status of the project. Steve Strains said it showed that the project team is really listening regarding the road closures. Ty Warner asked about the cross section of the CPG. It was discussed that the CPG includes local officials from the municipalities, townships, and counties, MPOs, and environmental, civic, and economic development groups. It was thought that the attendance at the CPG meeting was slightly down from Tier One, because B3 was identified as the selected corridor. The person with who had asked a long list of questions at the CPG meeting was identified as Judy Ogalla, a new Will County board member.
- A handout was distributed by Ron Shimizu containing a table and map of the No Action (No Build) projects from the Illiana Corridor Tier One Environmental Impact Statement (EIS). The proposed widening of I-65 from 4 lanes to 6 lanes from B3 north was discussed. The shoulders on I-65 from I-80 to 231 are full depth pavement. Jim Earl and Jim Pinkerton said that INDOT is also planning a reconstruction project on I-65 all the way down to Route 2.
- Suhail and Margery al Chalabi presented a handout that was distributed, titled "Historic and Forecasted Growth in the Region of Chicago, Market-Driven versus Policy-Based Socio-Economic Forecasts (2010-2040)." The presentation included why a market-driven approach was used; comparisons between population and employment forecasts; Lake, Porter, and LaPorte County, and Lake County township-specific forecasts; and No-Build versus Build Illiana forecasts. Bill Brown asked if the land availability included environmental features that were not developable, such as floodplains, wetlands, and superfund sites. Suhail al Chalabi responded that these features were identified and subtracted from developable land.
- Kevin Garcia asked about changing consumer preferences with regards to housing types, cultural activity availability, and empty nesters, and if these trends are moving to Lake County. Suhail and Margery al Chalabi responded that we are seeing these types of changes. However, there continues to be a split in residential preference with young families in single-family homes; and singles, empty nesters and millennials choosing more-urban life styles. For instance, Downtown Chicago has an average household size of 1.7 and a growth of empty nesters and second homes. Beverly Shores (Porter County) is comprised of 40% second homes.
- The changing manufacturing employment in northern Lake County was discussed. Suhail and Margery al Chalabi said that decline in the steel industry wiped out more than three-quarters of the County's highest-paying manufacturing jobs (a decline from 97,000 to 22,680 from 1970 to 2010). The output of the steel industry, however, increased over the same period; and the decline of manufacturing jobs in the north was matched by growth in services/government jobs in the center of the County to maintain approximately 230,000 jobs 1970 to 2010.
- Ron Shimizu distributed a revised schedule showing October 2013 for final approval of a plan amendment to include the Illiana project. Backing up from there would provide for an early August

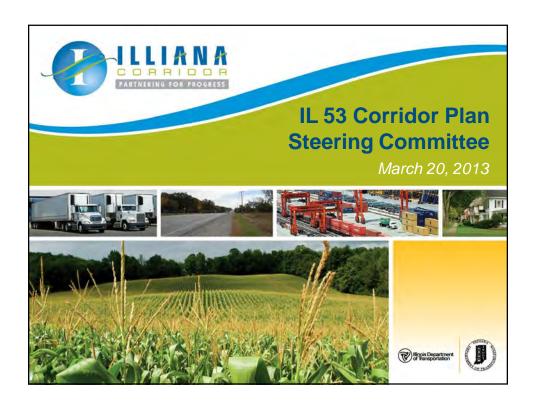


2013 initiation of the public comment period for the plan & TIP amendment. NIRPC would then need to perform the air quality conformity analysis during July. The need to have coordinated public involvement was discussed.

- Bill Brown distributed a handout with the required steps for inclusion of the Illiana project in the 2040 plan. Lower cost, transportation system management improvements were discussed for use in the congestion management process (CMP), such as US-30 improvements. To the extent possible, the travel model would be used for the CMP evaluation using the NIRPC socioeconomic forecasts. An environmental justice analysis will be required at the NIRPC regional level. The need to identify the public resources for the project and how they would be obtained were discussed. INDOT would acquire the necessary right-of-way for the project and will own the land. For the air quality conformity analysis, the Illiana 2040 build socioeconomic forecasts would be used to develop a build forecast to develop the travel forecasts for use in the MOVES model.
- NIRPC recommended to INDOT that they demonstrate the value of the Illiana project outside of the study area. How will the Illiana project support the plan, or at least not detract from the plan. The importance of the core communities and livable centers was stressed.
- Upcoming NIRPC committee meetings that made sense for Illiana presentations were discussed.
 The Transportation Policy Committee will meet on April 9, the Pathways to 2040 Committee will meet
 on April 11, the Environmental Policy Committee will meet on May 2, and the Land Use Committee
 will meet on May 15 (corrected).
- NIRPC said that they will have a federal certification review on June 18-20.
- The next Illiana CPG meeting will be on April 30th (corrected) at 1:30 pm
- The next technical coordination meeting was scheduled for Tuesday, April 23, 2013 at 2:00 p.m. (Central Time).

The meeting concluded at approximately 3:30 PM.

Ty Warner-NIRPC CC: Steve Strains - NIRPC Bill Brown - NIRPC Eman Ibrahim - NIRPC Kevin Garcia - NIRPC Stephen Sostarre - NIRPC Jim Earl - INDOT Jim Pinkerton – INDOT Jovce Newland – FHWA Katie Kukielka – IDOT Program Manager Suhail al Chalabi – ACG Margery al Chalabi - ACG Ed Leonard – PB Philip Roth – PB (by teleconference) Ron Shimizu – PB





S-957

Reach consensus on conceptual Context Design Concepts for the corridor Identify and document preferences of the Rt. 53 Corridor Group for the IL 53 interchange alternatives Reach consensus on the goals for the IL 53 Wilmington interchange Select IL 53 interchange alternative(s) to carry forward for further refinement

Speciment (1)



Illiana Corridor Purpose & Need Improve Regional Mobility Serve projected growth in east-west traffic in the Study Alleviate Local System Congestion and Improve Local System Mobility

- Serve projected growth in local traffic
- Address the lack of continuous higher functional classification east-west routes through the Study Area
- Improve travel times/reduce delays
- Provide for Efficient Movement of Freight
 - Improve accessibility of freight movement to and from distribution points throughout region, including more efficient freight movement on the roadway network









IDOT & INDOT Goals Transportation Goals Provide low cost solutions that are in context with the surrounding area Move truck traffic to and from IL-53 quickly, safely and efficiently Minimize construction costs Minimize impacts to property and the environment Sustainability Goals Minimize impacts to property and the environment Preserve and conserve existing environmental resources Promote unified land use planning Promote a coordinated mitigation strategy Integrate green infrastructure planning/design The Department

S-959

Documents

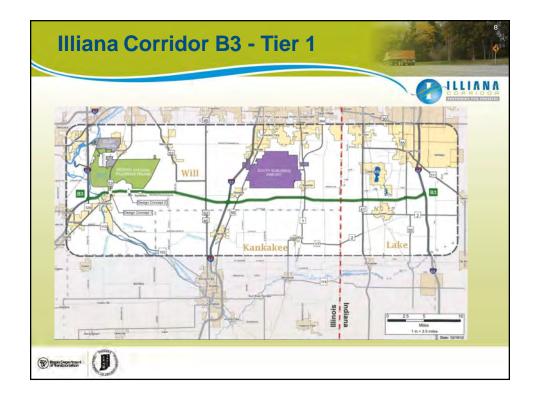


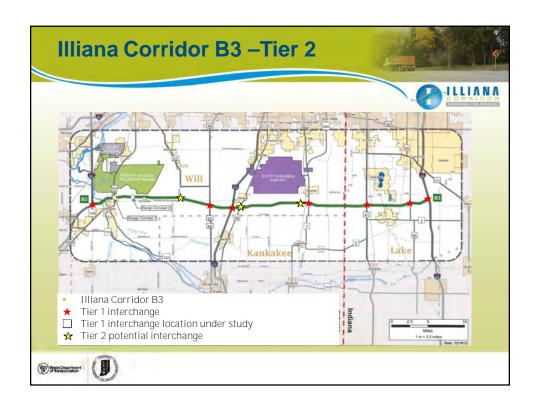
- Guiding Documents
 - Illinois Department of Transportation Standards
 - Indiana Department of Transportation Standards
 - U.S. Army Corps of Engineers section 401/404
- Reference Documents
 - CMAP Green Infrastructure Policy Draft (Feb 2013)
 - Illinois Comprehensive Wildlife Conservation Plan & Strategy (August 2005)
 - City of Wilmington Comprehensive Plan September (2008)
 - Alternative transportation study for Midewin National Tall Grass Prairie Draft Final (2010)
 - Midewin Thematic Design Guidelines (October 2005)
 - Forked Creek Greenway Land Use Plan (July 2010)
 - IL 53 Corridor Plan Major Assets & Destinations Document (February 2012)

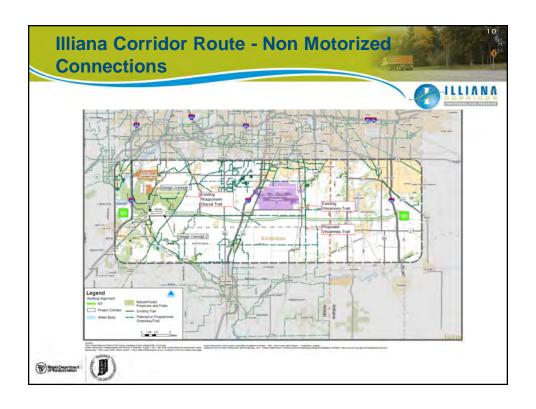


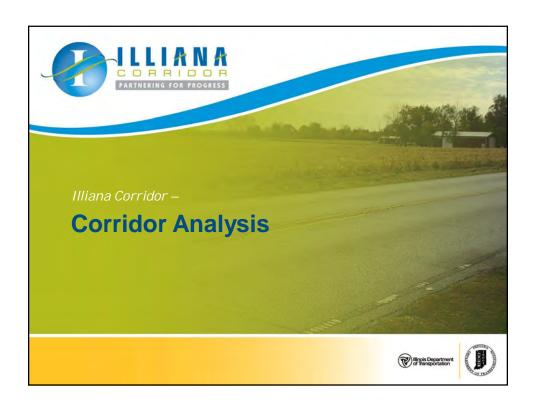


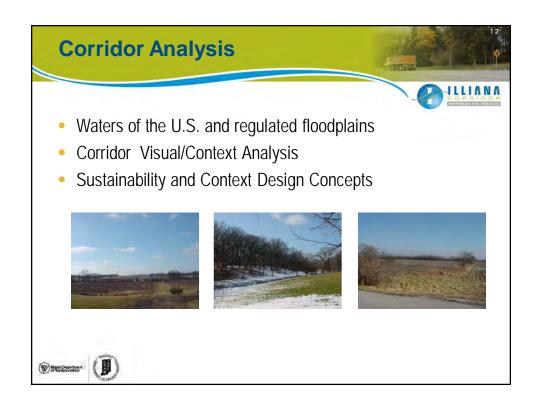
Potential Reference document – IL 53 Corridor Plan



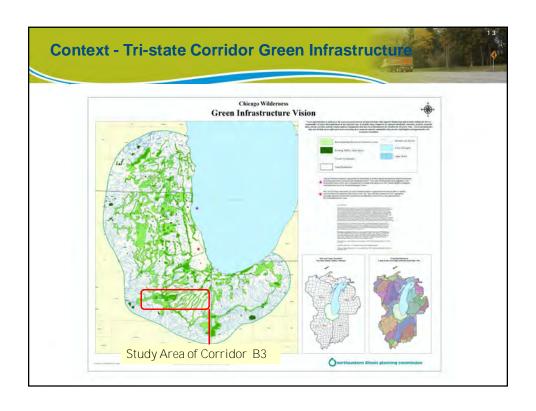


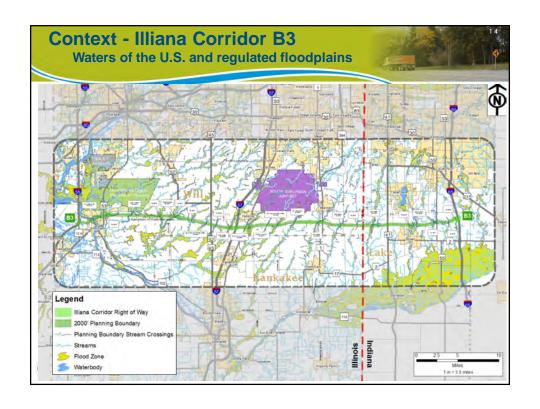


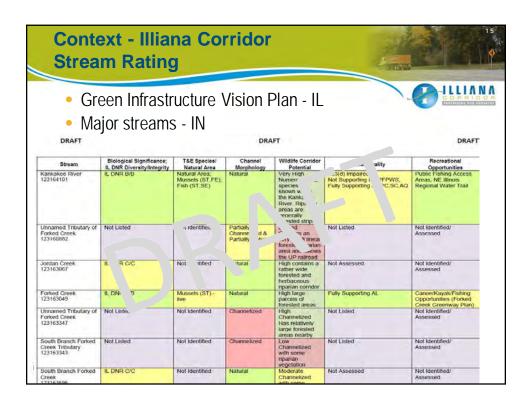


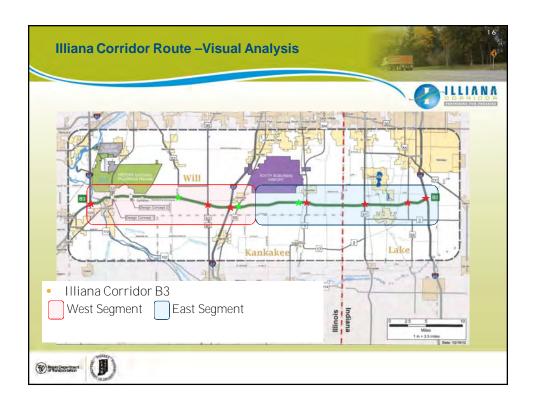


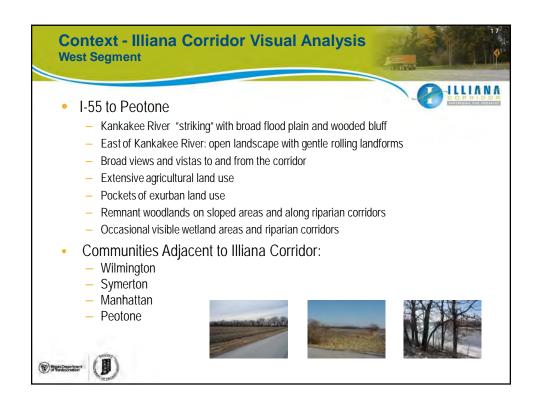
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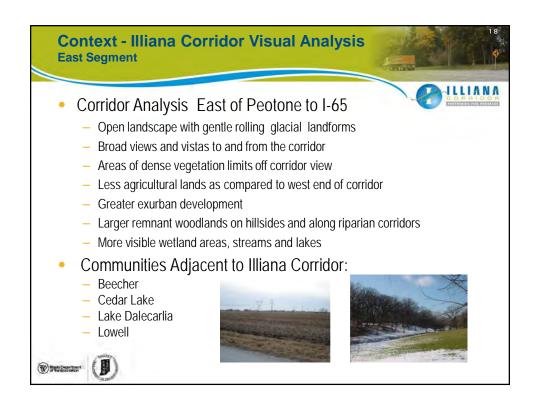






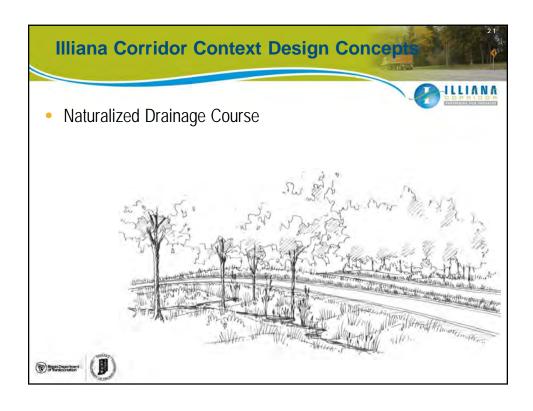




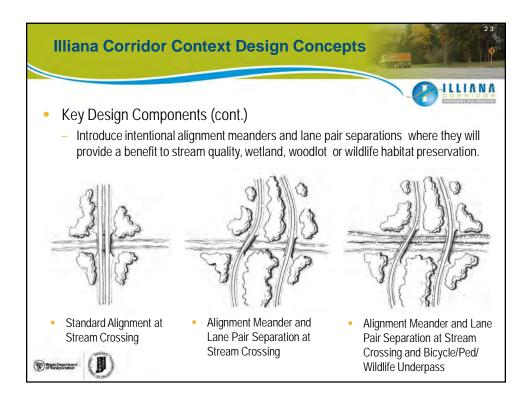


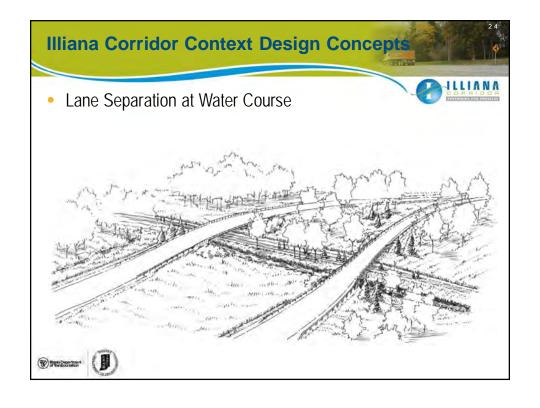


Key Design Components Earthwork and Grading Roadway alignment should mimic existing grades where ever possible Refrain from extreme cuts and fills with unnatural appearance Cut and fill shaped to closely match slopes of existing landscape Drainage Courses Ditch and swale alignments will have meanders and cross sections which: Reduce velocity, promote absorption, infiltration and establishment of wetland plantings Storm water detention to have natural shape and cross section along the perimeter to promote vegetation establishment

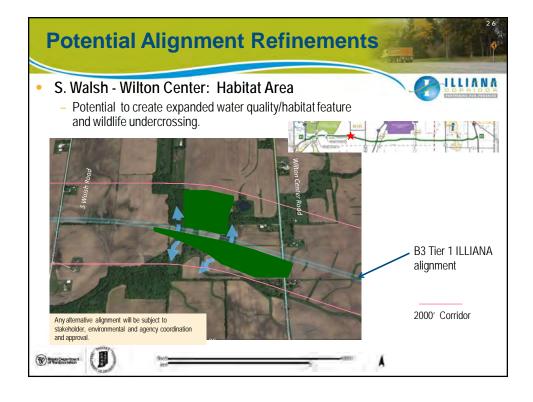


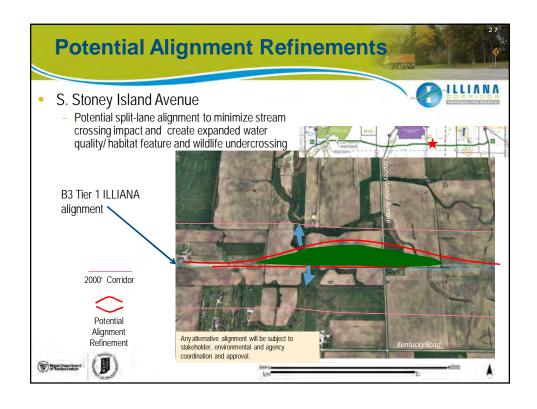


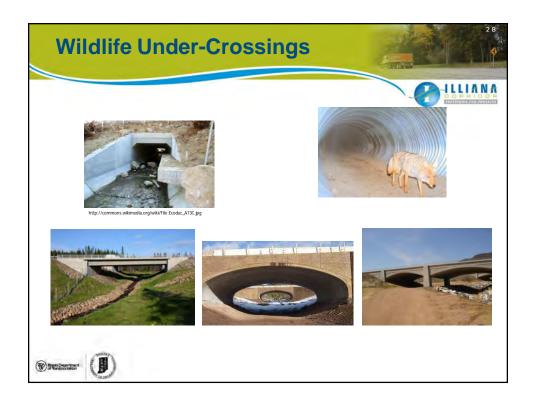


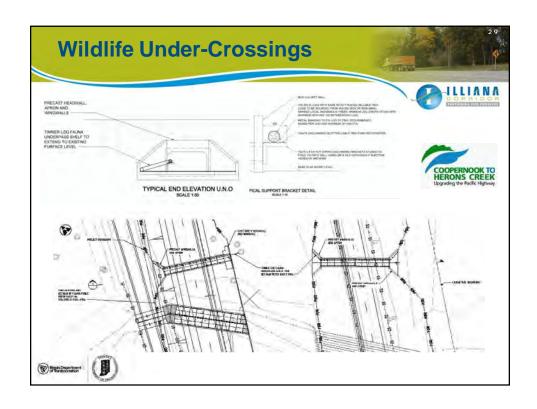












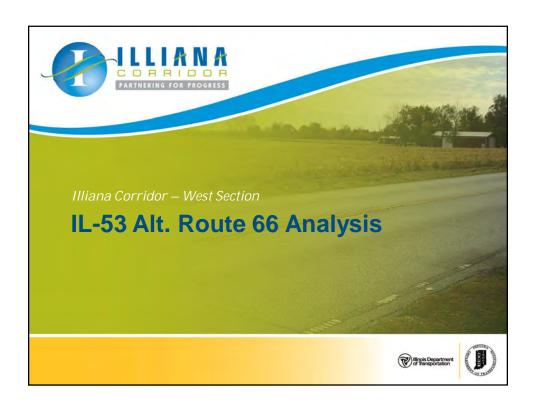


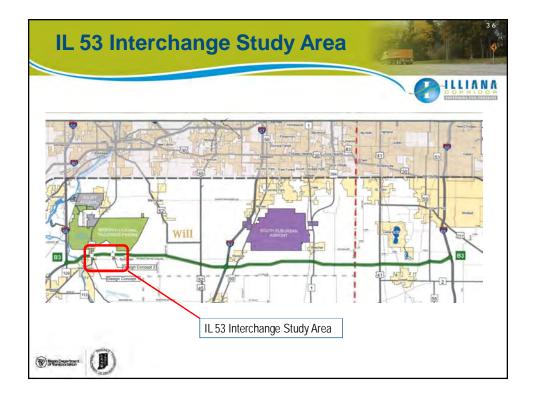


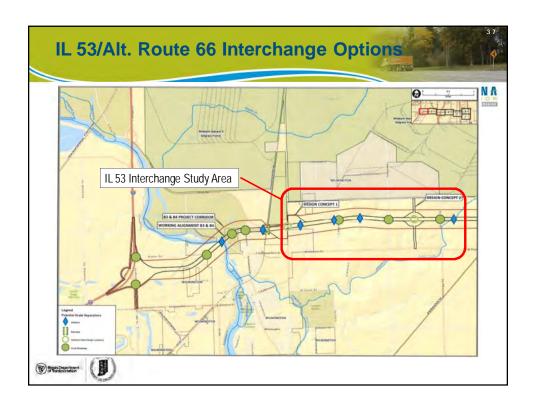


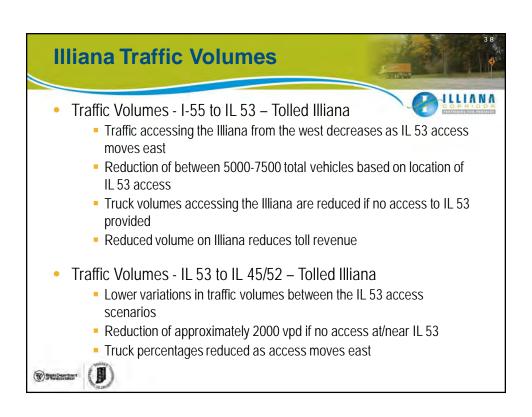












IL 53 Traffic Volumes



- Traffic Volumes Existing to 2040
 - Regardless of Illiana, traffic volumes on IL 53 increase over existing vpd (over 2x today's traffic if no build)
- Traffic Volumes IL 53
 - With the Illiana, volumes on IL 53 increase (+5000) north of S.
 Arsenal Road volume remains under 30,000 vpd
 - South of S. Arsenal Road, vpd increase due to access from future development along S. Arsenal Road
 - Traffic volumes on IL 53, between S. Arsenal and Illiana, are reduced as IL 53 access shifts east
 - South of Illiana, smaller variations in vpd based on IL 53 access scenarios





Old Chicago Rd. Traffic Volumes



- Traffic Volumes Existing to 2040
 - Regardless of Illiana, traffic volumes on Old Chicago increase over existing vpd
- Traffic Volumes Old Chicago Road
 - With access to Illiana from Old Chicago, south of S. Arsenal Road, vpd increase due to access from future development along S. Arsenal Road
 - Traffic volumes on Old Chicago, between S. Arsenal and Illiana, increase as IL 53 access shifts east
 - Truck percentages increase (especially north of Illiana) if access at Old Chicago is provided





S. Arsenal and Wilmington-Peotone Traffic Volumes



Traffic Volumes – No Build 2040

- Regardless of build condition, traffic volumes increase over existing on both S. Arsenal and Wilmington-Peotone Roads
- Truck Volumes also increase over existing

S. Arsenal Road

- With the base scenario Illiana in place, traffic volumes are reduced along S. Arsenal Road
- As access to IL 53 moves east, traffic along S. Arsenal Road increases
- If access is offset east of IL 53, truck volumes are approximately
 3x higher along S. Arsenal as compared to access at IL 53





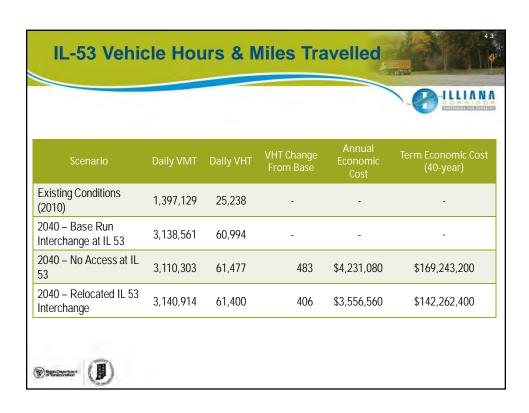
S. Arsenal and Wilmington-Peotone Traffic Volumes



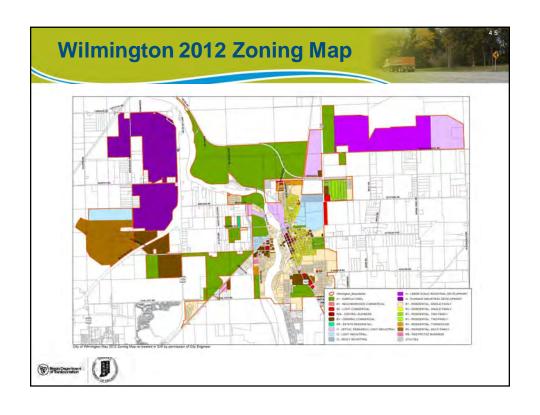
Wilmington-Peotone Road

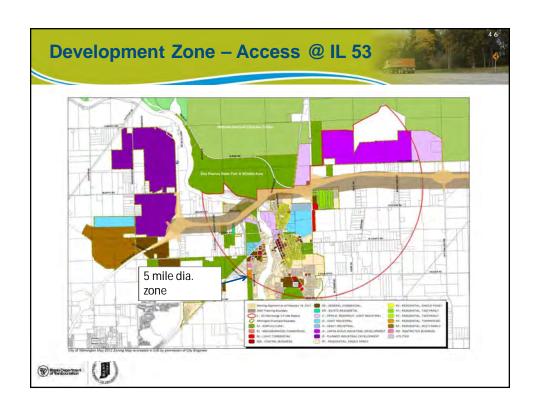
- With the base scenario for Illiana in place, traffic volumes are reduced along W-P Road
- As access to IL 53 moves east, overall traffic along W-P increases
- If no access is provided near IL 53, truck volumes increase
- Moving access east increases truck volumes

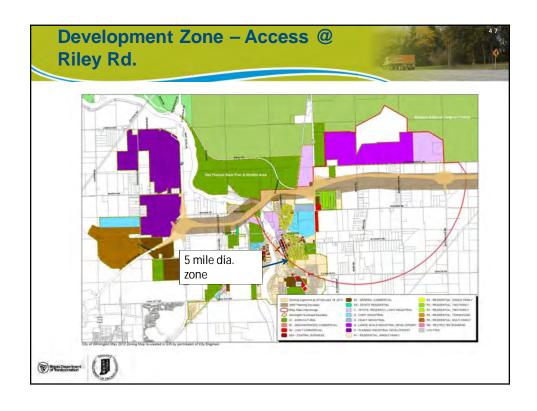


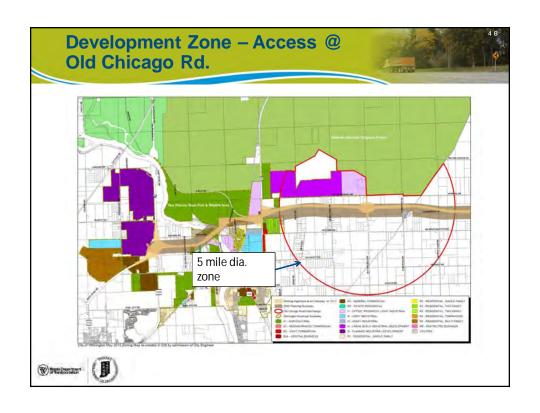


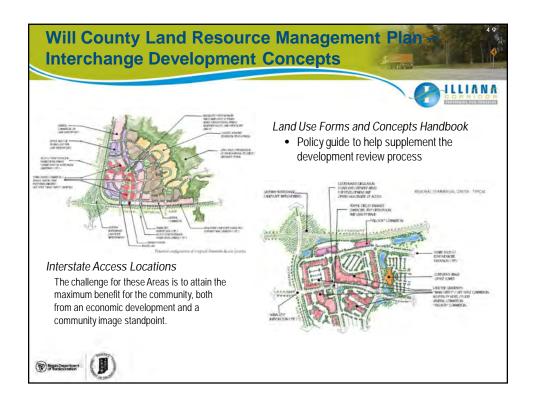


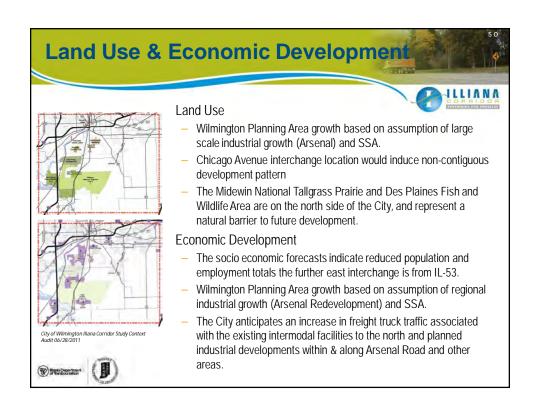




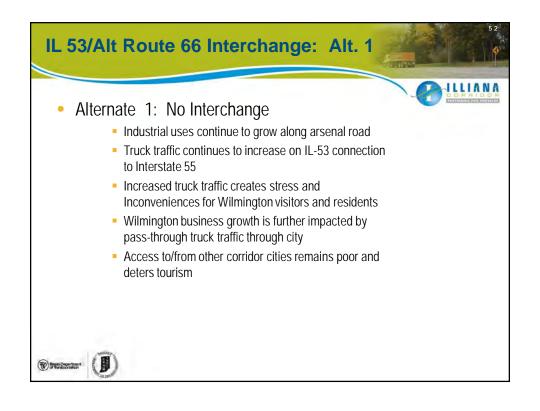


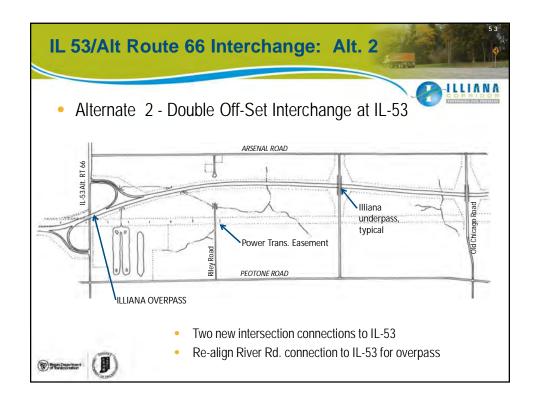


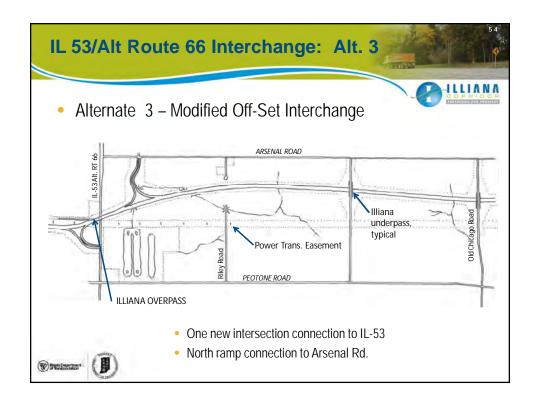


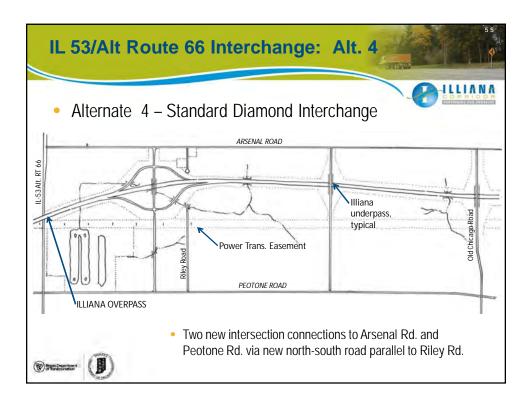


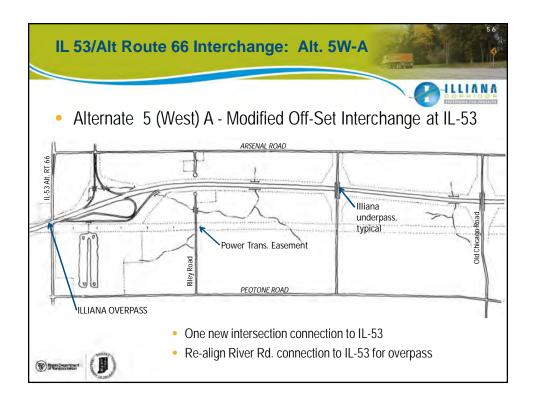


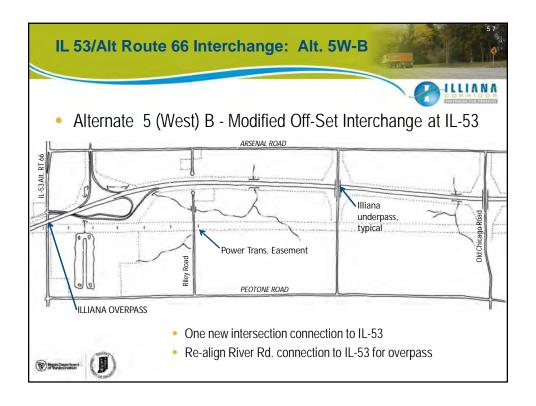


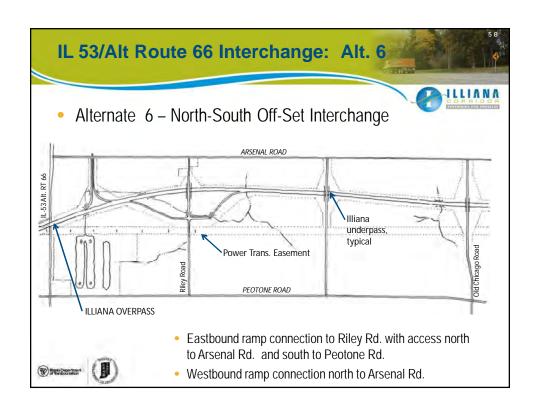


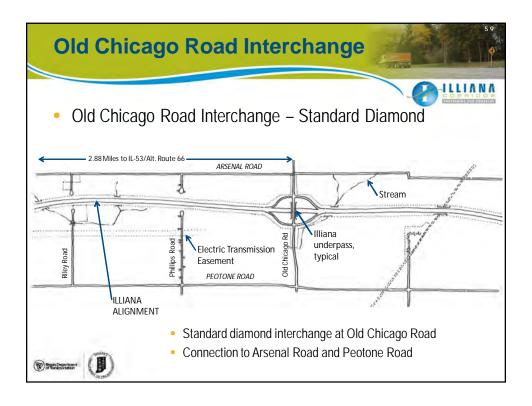


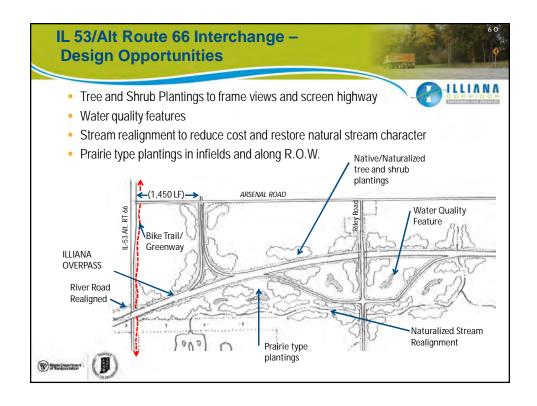


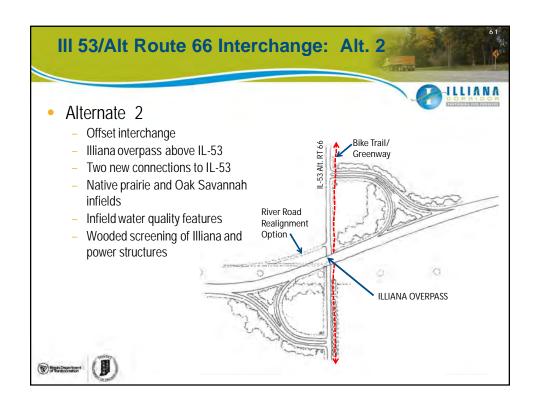


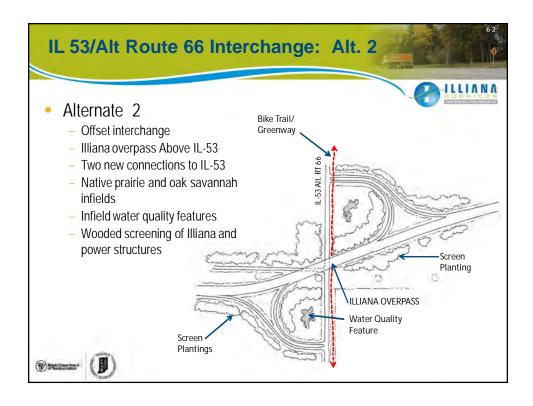


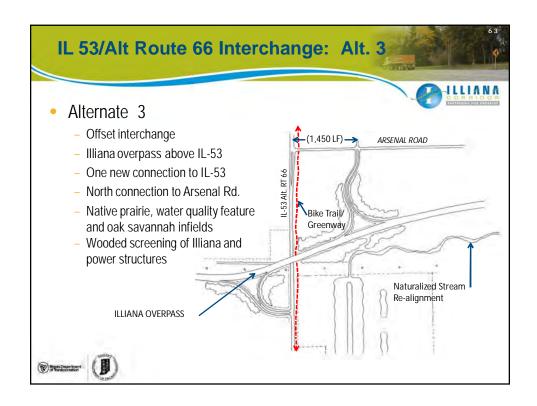


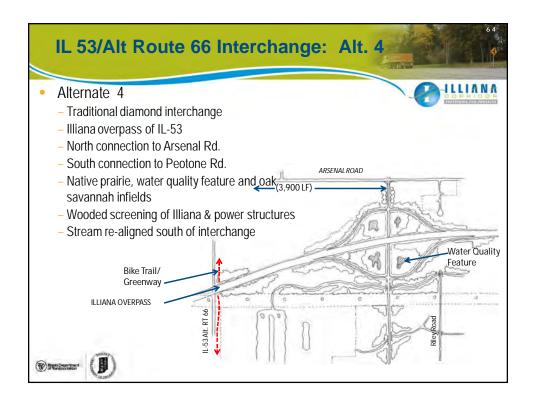


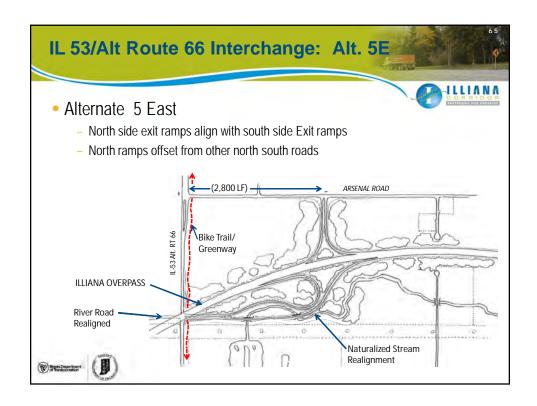


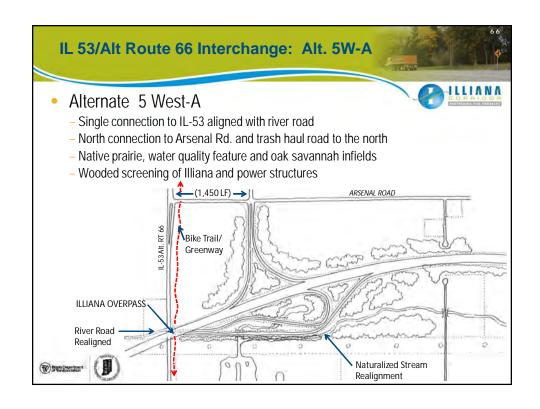


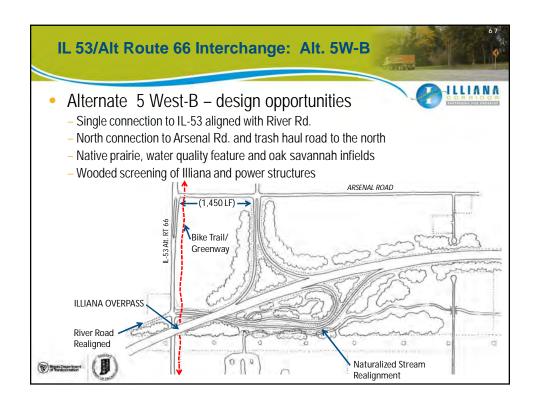


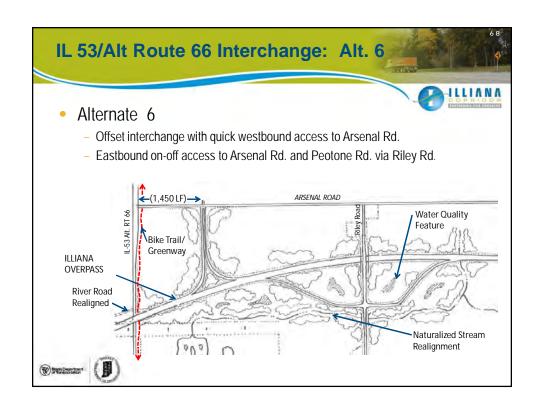


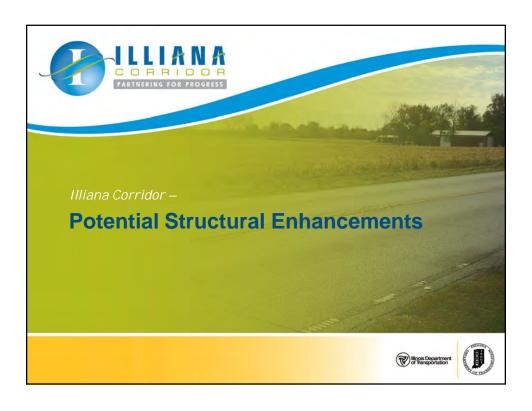




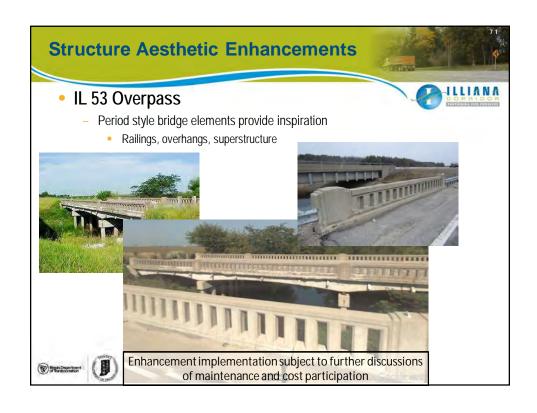




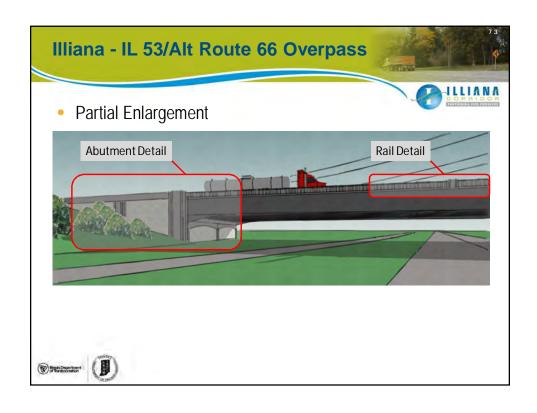


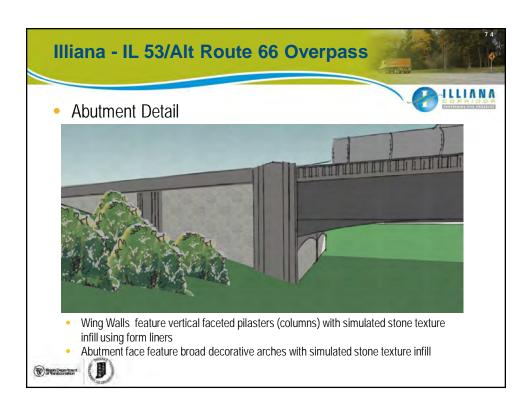


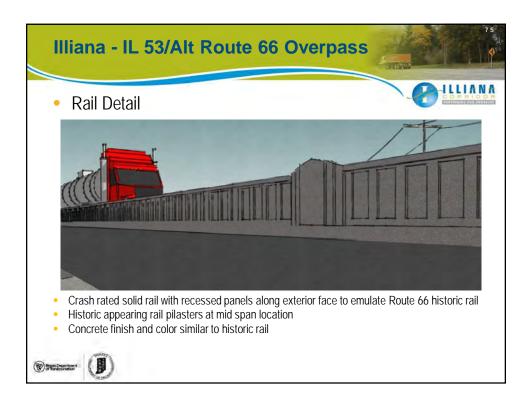


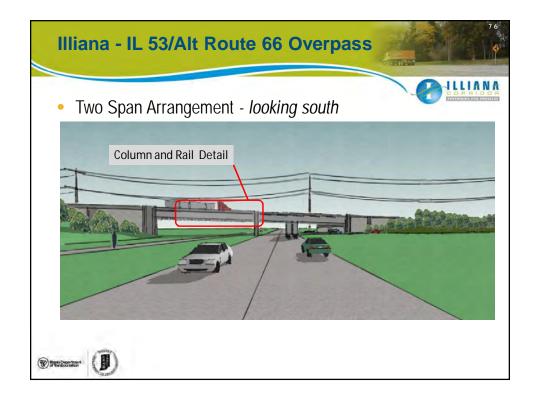


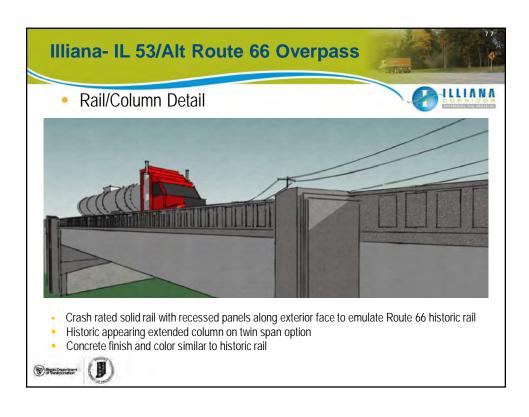
















100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

MEETING SIGN-IN SHEET

Date: Wednesday, March 20, 2013

Location: Wilmington City Hall

Purpose: IL 53 Corridor Plan Steering Committee Presentation

Name	Representing	Email Address
1. Steve LAZZACA	Will County land USE	SLAZZAM @) will County LANDOSE. COn
2. BRIAN RADNER	WILL COUNTY IMDUSE	bradge rewill countylanduse .com
3. Cely Duesing		Planning Cay, 1 Paux by landuse con
4. MAMIN GIBAN	Marketter	MGB SOVERILLAGET MULATANOLS
5/ MARC NESON	MMHATTAN	Mnelsona Villagent manhattanorg
6. MARY BOX'S PRESSLY		mpressley @ bearowood as
7. Don Govid	Will G. Board	Rocklaw 940 adl. com
8. Alicia Hanlor	Will Co- ExecOffic	e ahay lonewill country illinois, a
9. 3. 1/ Kulizu	Baridwood	6ctarilers a sbeglobelinet
10: Kick Forell	PALSONI MANCHENOTA	povelline phworld, com
11. KATIE KUKIELKA		KATIE. KUKIELKA@ILLINOIS. GOV
12. Mart File	FHWA-IL	matt, filler @ det. on
13. Andrew Hawkins	Forest Presave Dista Wille	lo chawkinspfpluc.org
14. TONY GRAFF	- City of Wilning food	7
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STAKEHOLDER MEETING SUMMARY IL 53 Corridor Plan Steering Committee Planning Workshop

Date: March 20, 2013

Time: 2:00 PM

Location: Wilmington City Hall, Wilmington, IL

• The primary purpose of the Planning Workshop was to present the Illiana Tier Two activities and to look at proposed corridor treatments and access issues, particularly the presence of, location and type of interchange of the Illiana Corridor with IL Route 53 or the nearby area. A Power Point presentation was given by E. Leonard, Cory Schulz Rick Powell and Keith Sherman, outlining agenda items: Introductions, Desired Meeting Outcomes, Functional Components, Preliminary Corridor Analysis, Initial Corridor Design Concepts, and Mitigation Strategies.

. The following items were discussed:

- A member asked when is the appropriate time for communities to provide land use planning input? E. Leonard and R. Powell emphasized the rapid pace of Illiana and suggested sooner the better. There will be activities starting in April 2013 and corridor communities will be invited.
- A member asked how is the land use planning activity to be organized? S. Lazzara stated Will County has agreed in principle to leading the effort for the corridor wide Illinois land use planning activity.
- A member asked if there are any proposed improvements to US 52 or IL 53, and if so, they should be included in the future traffic models. R. Powell responded that there are improvements in the no build to other roads (specifically add lanes at I-55 and I-80), but no major improvements to either IL 53 or US 52. M. Gibson explained that US 52 cannot be expanded through Manhattan. N. West asked that a Cedar Road interchange be modeled (with no access near or at IL 53), and improvements studied to facilitate that movement, to see if it could be an effective bypass of IL 53 if the Illiana is constructed.
- (Braidwood) asked if the IL 129-Illiana-I-55 interchange will allow all movements or if some will be restricted. R. Powell responded that all local and system movements would be permitted with the current designs under consideration.
- M. Gibson stated that, since Midewin and the future SSA airport are significant entities which will prohibit the creation of new north south routes in the region, the significance of Gougar Rd. as a north/ south connection will increase. She asked how it was decided to close it. R. Powell responded that Gougar was economically on the bubble, and was shown closed but other adjacent routes like Warner Bridge are shown open, but that these closures are preliminary and additional input is needed and communities will be offered the opportunity.
- A member stated locations of interchanges can have a significant impact on use patterns and may either discourage or encourage use. i.e. the new Arsenal Rd. overpass at I-55 vs. other locations.
- A member asked if the future build-out of the intermodal facilities was taken into consideration in the traffic forecasting. R. Powell responded that the 2040 build-outs of Ridgeport, Centerpoint Elwood, Joliet and Crete, and other commercial and industrial development was considered in the 2040 no build and build scenarios.
- A member commented there seems to be a need to study the regional heavy freight movement patterns to better understand how Illiana can impact them most affectively.
- T. Graff stated Wilmington's favoring of the Old Chicago interchange location. Others in the group saw merit in the interchange being at IL 53, and also commented that Cedar might be a good location for an interchange in addition to IL 53.



Illiana Corridor Phase I Study

- A member stated Will County has more current land use planning policy developed for the 45/52 interchange area which should be considered.
- A member asked about the person at IDOT who could be a contact for obtaining corridor planning funding for local agencies. K. Sherman gave Susan Stitt"s name at IDOT OPP and also indicated Steve Schilke at IDOT D-1 was following up on this.
- S. Lazzara suggested IL 53 Corridor Group will evaluate the alternatives and provide comments and or preferred alternative for IL 53 access, if possible.
- Some IL 53 Corridor Group members somewhat skeptical that they would be able to determine best alternative from a regional perspective.

The meeting concluded at approximately 4:00 PM.

Attendees:

Katie Kukielka – IDOT
Rick Powell – PB
Ed Leonard – PB
Keith Sherman – PB
Cory Schulz – PB
Tony Graff – City of Wilmington
Marian Gibson – Village of Manhattan
Steve Lazzara – Will County Land Use
Andy Hawkins – Will Co. Forest Preserve
Alicia Hanlon – Will County transportation planner
Matt Fuller – FHWA
OTHERS – get from attendance list

Remote attendees:

AmyThurman – PB Steve Schilke – IDOT P. Knysz – CBBEL J. Anderson – CBBEL J. Slaton – PB Ron Shimizu – PB Jan Piland - FHWA



Stakeholder Meeting Agenda Lake County Farm Bureau 2008 N. Main Street, Crown Point, IN 9:00 AM CDT – April 3, 2013

- 1. Introductions
- 2. Status of the Illiana Corridor Study
 - a. Tier One FEIS/ROD issued January 17, 2013
 - b. Tier Two next steps and project schedule
- 3. Corridor B3 Refinement Process
 - a. Alignment Alternatives (aerial flyover)
 - b. Interchange Studies
 - c. Local Access Studies (see map)
 - d. Drainage/Hydraulic Issues
- 4. Landowner Outreach
 - a. Landowner meetings February 25 and 28 in Cedar Lake
 - b. Landowner Representatives
 - c. Property Entry Protocol
 - d. Current Field Activities (geotechnical and others)
- 5. Next steps
 - a. Public Meeting #1 April 16, 2013 Peotone HS; April 18, 2013 Lowell Middle School
 - b. CPG #2 April 30, 2013 Cedar Lake IN
 - c. Land Use workshops April 10 (Atrium, Peotone IL) and April 30, 2013 (Cedar Lake Ministries)
- 6. Questions from the Study Team
- 7. Comments/Questions from LCFB



201 W. Center Court Schaumburg, Illinois 60196

100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

www.illianacorridor.org

MEETING SIGN-IN SHEET

Date: April 3,	2013	
Location: LAKE CO. FINM BULLERY		
Pulpose. Q/Al~ono	0C 7410	
Name 1. Kick Fowow 2. Katie Kukifika 3. Jim Rinkerton 4. Kick Rampone 5. Jim Earl 6. Tom Heithley 7. Wayne Belden 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21.	Representing Parsons GrancherHOSF AECOM/IDOT IN DOT Fassons Brincherhost INDOT Farm Bureau Fam Bureau	Email Address pawellw@ploworld.com katie.kukielka@illinois.gov punkertun@indot.in.gov rampone ra @ploworld.com jeafle:nla.in.gov r coon74@hotmail.com whilden@infarmburew.ong
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Illiana Corridor Phase I Study

Meeting Summary

Indiana Farm Bureau

Date: April 3, 2013 Time: 9:00 AM CDT

Location: Lake County Farm Bureau office, Crown Point IN

A stakeholder meeting was held at Lake County Farm Bureau to provide a project update and to exchange information. Both the county and the state farm bureau were represented at the meeting. After introductions, Jim Earl of INDOT addressed the points of the meeting agenda regarding corridor status, the corridor refinement process, landowner outreach, and the study next steps, and invited questions from the IFB representatives on anything pertaining to the Illiana Corridor study.

The following points of discussion were made.

- R. Rampone asked how the IFB worked with their stakeholders; what is the professional
 relationship of the organization to its members? T. Keithley responded that IFB is a grass-roots
 type of organization intended to be the "voice of agriculture" in the state. The LCFB board meets
 once a month. Taxes are a big concern of the group at the present time, and they generally
 concentrate their efforts on issues that affect agriculture in general rather than focus on issues of
 a specific member.
- J. Earl asked if "contaminants" from a highway project were of concern to IFB. W. Belden
 responded that northwestern Indiana is an industrial setting and it does not appear to be of
 concern to members. J. Earl related the story of one of his other projects where the project
 needed to address concerns of contaminants adjacent to a hog farm.
- Access issues were discussed. T. Keithley indicated that most grain shipments go to either Hammond or Rensselaer IN, via the existing north-south area road network. There was some concern about keeping roads open east of IN 55; both representatives indicated that IN 55 would be a road that grain shipments would avoid due to congestion and there may be a desire to look at Broadway or Harrison as an open route. J. Earl explained the economic tradeoffs of keeping roads open vs. adverse travel costs comparison, and the IFB members understood impacts to adjacent homes is also an issue to be addressed in leaving roads open. The IFB members also discussed the two road closures at Sheffield and White Oak; they indicated it did not appear to be an issue to IFB to close these roads. J. Earl explained that the study is looking at the feasibility of providing a frontage road between Sheffield and State Line Road. The IFB was concerned that State Line is in adequate shape to accept detoured traffic.
- In designing frontage roads or service drives, T. Keithley stated that maintaining access and farmer safety should be considered (provide adequate sight distance and entrance widths, turning radii where needed).
- T. Keithley and W. Belden both discussed providing adequate space for future planned trails; a
 path down US 41 was mentioned. J. Earl stated the bike path must be part of a real plan and
 not just an exploratory idea, but that the study had been coordinating with NIRPC and Lake
 County Parks and will work with them to see where trail access can be justified.



Illiana Corridor Phase I Study

- R. Rampone stated that the study got a lot of info on drainage tile, septic and well locations from the recent landowner meetings. Some property owners are reluctant to give out information if they are opposed to the project, and thus their input (which could be valuable in addressing their concerns) is not gathered. J. Earl stressed that INDOT is not looking for IFB to "do their job" and try to get the information, but if the IFB could remind their members that it is in their best interest to cooperate with information, it would be appreciated. J. Pinkerton stated "it's OK to be a project opponent" but we need the info in order to design the best and least impacting project; he cited the example of another INDOT project where project opponents were not forthcoming with information, and as a result they were not happy with the result of the project, that moved forward. W. Belden mentioned Justin Schneider, an IFB attorney, as a good person to work with the IFB membership in advising them of their rights and interests.
- T. Keithley asked if the Lake County Drainage Board had been contacted. R. Rampone stated the study had up till now worked with the county surveyor, who works with the drainage board; however, the study has not coordinated directly with the drainage board.
- Landowner representatives, property notice protocol, and opportunities for further public participation were discussed.
- W. Belden indicated he was invited, and will attend the land use planning meetings on April 10 and 30.

The meeting concluded at approximately 10:30 AM CDT.

Attendees: See attached

Remote Attendees: none.

Transportation Policy Committee NIRPC/Forum Auditorium April 9, 2013 9:00 a.m.

AGENDA

1. Call to Order by Chairman, Opening and Announcements

- a) Pledge of Allegiance; Introductions
- b) Meeting Participation Survey
- c) Agenda Preferences
- d) **Action** on the minutes of the March 12 meeting (Pages 1-4)
- 2. Presentation: Public Participation Plan (Steve Strains and Hubert Morgan)
- 3. Congestion Management Process (Stephen Sostaric)

4. Planning

- a) Memorandum of Understanding Update status (Steve Strains)
- b) 2040 Plan Implementation (Eman Ibrahim)
- c) Intelligent Transportation System Architecture (Kevin Garcia)
- d) Northwest Indiana Rail VISION status (Jack Eskin)
- e) Functional Classification Revision status (Bill Brown)

5. Programming

- a) Quarterly Project Tracking (Gary Evers and Amanda Pollard)
- b) FY 2014-2017 TIP Development (Gary Evers)

6. Indiana Department of Transportation

- a) Project Lettings Report (Chris Reynolds) (Pages 5-7)
- b) Illiana Corridor Study (Jim Earl and Ed Leonard)

7. Transit Operator Reports

- a) Northern Indiana Commuter Transportation District
- b) Gary Public Transportation Corporation

8. Federal Highway Administration and Federal Transit Administration

a) Planning Certification Review

9. Planning Neighbors

- a) Chicago Metropolitan Agency for Planning (CMAP)
- b) South Suburban Mayors and Managers Association
- c) Southwestern Michigan Commission

10. Other Business, Public Comment, Staff Announcements and Upcoming Meetings

- a) Other Business
- b) Public Comment
- c) Staff Announcements
- d) Meetings at NIRPC unless otherwise indicated:
 - Pathway to 2040 CRP Implementation Committee 9:00 a.m. April 11
 - NIRPC Full Commission/Executive Board 9:00 a.m. April 18
 - Illiana Corridor Public Meeting 5:00 p.m. to 8:00 p.m. April 18 at Lowell Middle School, 19250 Cline Avenue, Lowell
 - Cornucopia 8:00 a.m. to 3:00 p.m. April 25 at Woodland Park in Portage (registration required)
 - Environmental Management Policy Committee 9:00 a.m. May 2
 - Environmental Boot Camp May 7-9
 - Land Use Committee 10:00 a.m. May 15
 - NIRPC Full Commission/Executive Board 9:00 a.m. May 23

The next Transportation Policy Committee meeting will be at 9:00 a.m. Tuesday, May 14, 2013.

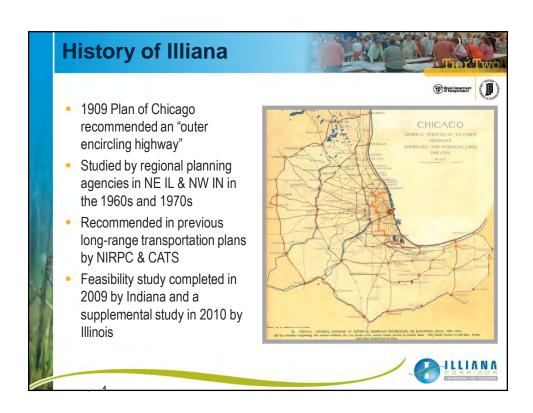
Requests for alternate formats, please contact Mary Thorne at NIRPC at (219) 763-6060 extension 131 or at mthorne@nirpc.org. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

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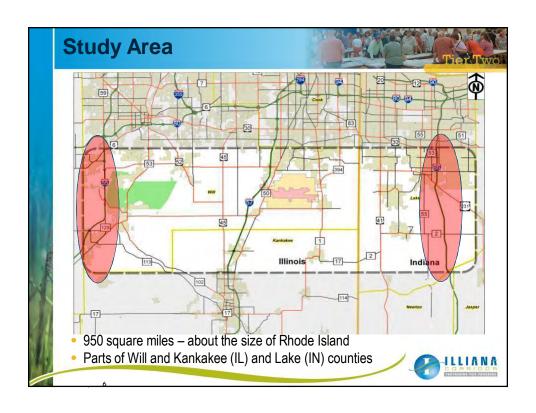


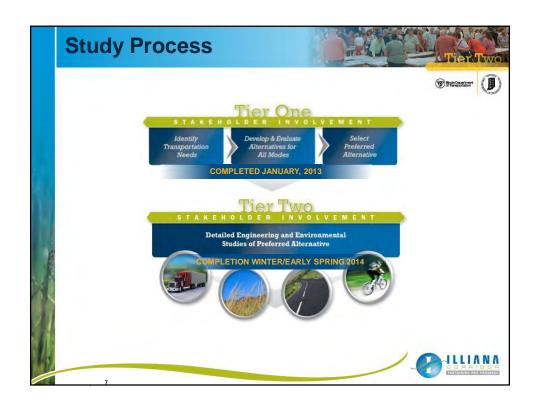


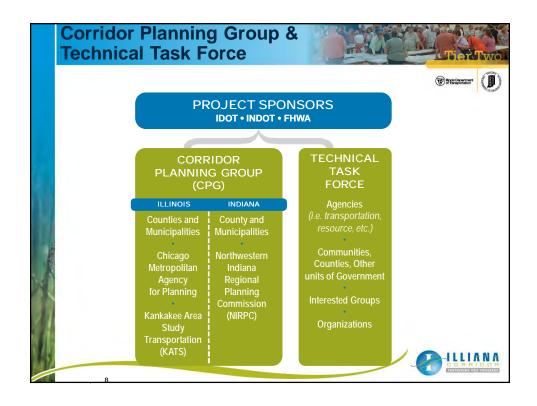




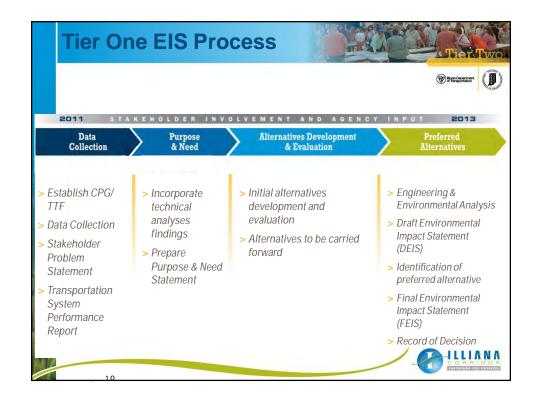


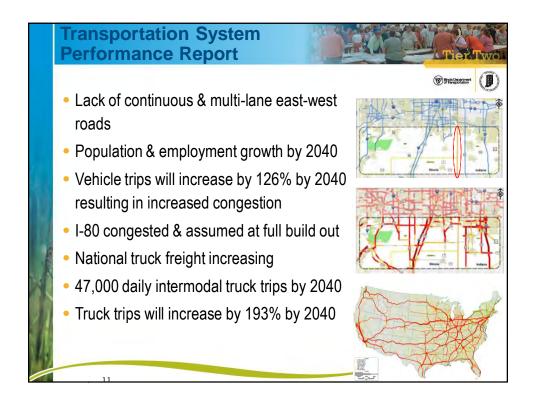




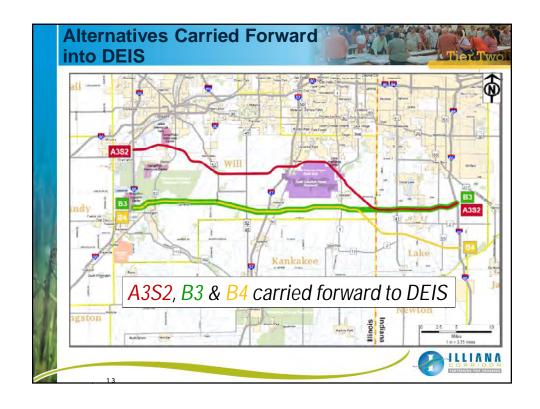


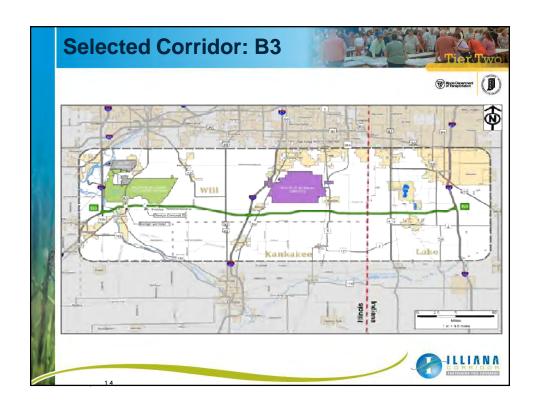








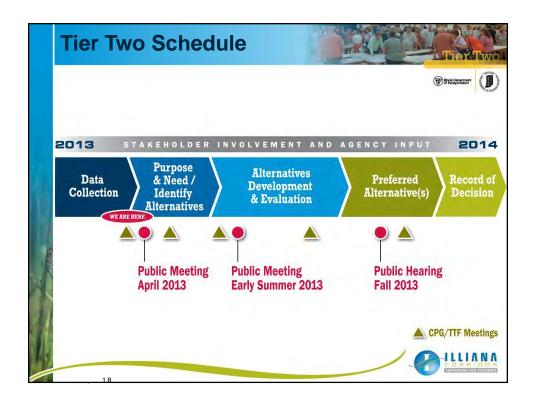


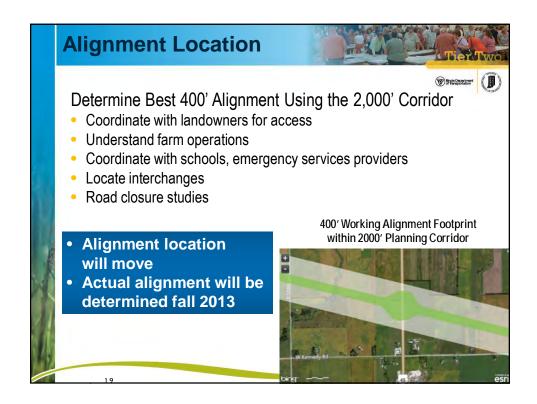


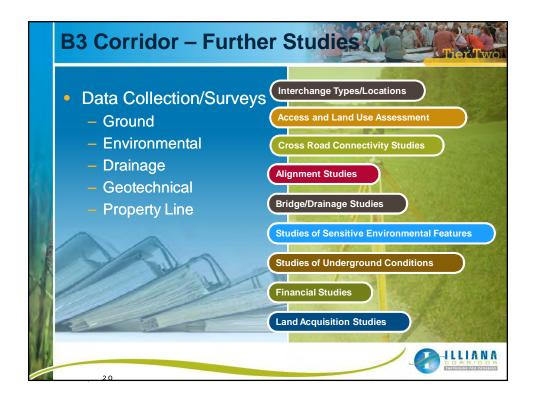


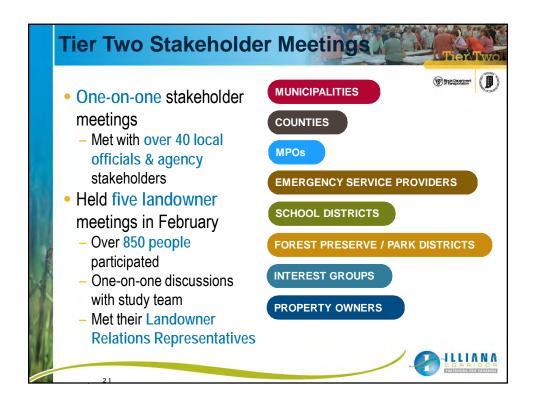




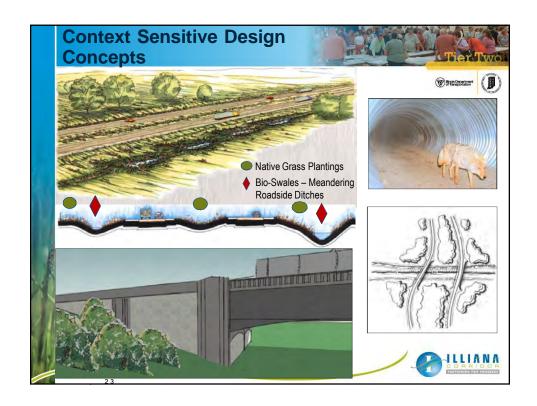


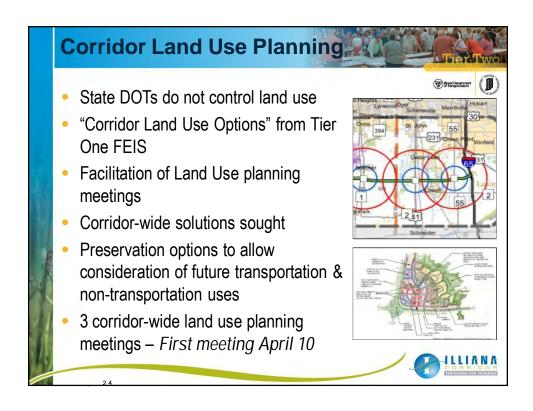


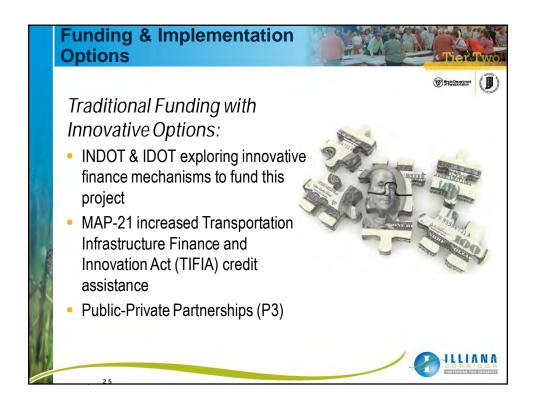


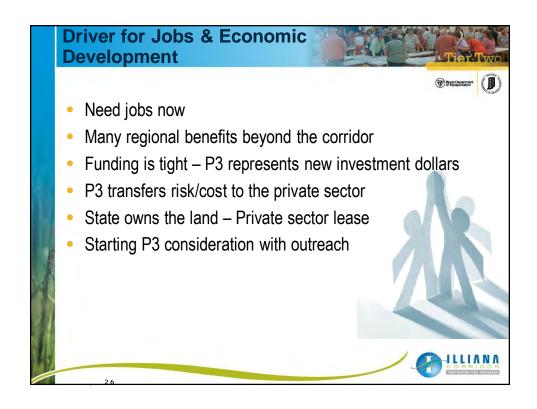


















Transportation Policy Committee Meeting

NIRPC Auditorium April 9, 2013 <u>MINUTES</u>

Members Present

Art Biciunas, Mitch Bishop, Joe Crnkovich, Dave Decker, Stan Dobosz, Stan Dostatni, Phil Gralik, Jerry Halperin, Jeff Huet, Bruce Lindner, Chris Meyers, Ed Morales, Ian Nicolini, Shawn Pettit, Craig Phillips, Brian Snedecor, Stu Summers, Claudia Taylor, Mary Jane Thomas, Tom VanderWoude, David Wright. Joyce Newland and Holly Ostdick participated via conference phone.

Guests

Marcia Blansett, Michelle Bollinger, Janet Cypra, Jim Earl, LuAnn Franklin, La'Kisha Girder, Mike Jabo, Pete Kohut, Katie Kukielka, Ed Leonard, Ed Linden, Sandy Linden, Chris Moor, Hubert Morgan, Chris Murphy, Spike Peller, Rick Powell, Chris Reynolds, Ray Riddell, Doug Robinson, Amy Thurman, Jim Wiseman, Eric Wolverton, Mike Yacullo

NIRPC Staff

Mitch Barloga, Bill Brown, Gary Evers, Kevin Garcia, Belinda Petroskey, Amanda Pollard, Stephen Sostaric, Steve Strains, Mary Thorne, Ty Warner

1. Call to Order, Opening and Announcements

- Chairman Shawn Pettit, NIRPC Commissioner and Merrillville Town Councilman, called the meeting to order at 9:05 a.m. with the Pledge of Allegiance and self-introductions.
- The INDOT voluntary participation survey was available on the table.
- The committee currently receives email notification a week or more prior to the TPC meeting. In order to significantly reduce paper consumption and postage, the committee agreed to receive the draft agenda and accompanying materials via email at least two to three business days prior to the TPC meeting. It would also be available on the website. The day of the meeting, the materials would be viewed via projector. Only a few copies of the packets would be available for those attending who do not have computer access.
- Bruce Lindner motioned to approve the minutes of the January 8 meeting; seconded by Stan Dostatni.
 Motion carried.
- 2. Presentation Public Participation Plan Steve Strains reported that the 2007 plan needed an update. There was a 170-day plus comment period on several drafts and it is being finalized. Hubert Morgan added that significant input as well as TIP revision amendments and administrative modifications were received on changes in outreach and engagement comment periods. New outreach techniques will include Facebook, Twitter, webinars, Friends of NIRPC and youth outreach. NIRPC is taking the TPC out to communities in the region several times a year. Once broadband is installed, we will be able to webcast our meetings. Staff is completing internal review, and then meeting with the disability community. The plan will then go to the TPC for recommendation to the NIRPC board for action.
- **3.** Congestion Management Process Stephen Sostaric reported that NIRPC staff will be working with the Illiana team on the Tier 2 process.

Transportation Policy Committee Meeting April 9, 2013 Minutes

4. Planning

- Memorandum of Understanding Update Process Steve Strains reported that the MOU between NIRPC, IDEM, INDOT and the transit operators would need to be updated due to MAP-21. The regulations have not yet been defined.
- 2040 Plan Implementation Eman Ibrahim defined the new Livable Centers Initiative, meeting with communities to identify their livable centers and the Creating Livable Centers funding program, \$400,000 from STP funds to link transportation and downtown neighborhoods. Communities can apply to NIRPC for this funding. The *Pathway to 2040* committee will meet Thursday, April 11 at 9 a.m.
- Intelligent Transportation System Architecture Kevin Garcia reported that workshops will be held May 9 and another date to be determined. A draft of the documents will be presented to the TPC by June 11.
- Northwest Indiana Rail VISION Status —Jack Eskin reported that the at-grade crossing study data collection phase is closing and staff is moving into the evaluation stage. The next Rail VISION meeting will be in early to mid-June.
- Functional Classification Revision status Bill Brown provided an updated spreadsheet on revisions to date. A lot of traffic counting still needs to be performed. Our traffic count staff person can only do about 45 per year. Any assistance from communities is welcome.

5. Programming

- Quarterly Project Tracking Gary Evers reported that he is contacting Portage, Hobart and Hammond to set dates. The first change order was done. We will check it contract by contract, and information will be posted on line in July or August.
- FY 2014-2017 TIP Development Project selection for the two STP categories and HSIP was done recently and issues have been resolved. Next month the draft TIP, conformity determination and plan amendment will be presented to the TPC. They will then be released for public comment and then brought to the NIRPC board at the June meeting. The new TIP will be amended into the STIP late July or August. Stephen Sostaric received 17 HSIP project proposals, two in LaPorte and 15 in Lake and Porter counties for signage replacement and pedestrian infrastructure upgrades. INDOT will evaluate the projects in their safety committee. They will then be amended into the new TIP. Group 2 STP allocated funds will total about \$8.8 million. Group 1 available funds total about \$64.9 million with lettings projected at about \$51.5 million. This will utilize about 80% of dollars available for programming. There is about \$74 million in unfunded projects. Letting for some projects may be delayed due to fiscal constraints. Gary explained the letting process and timeframe.

6. Indiana Department of Transportation

- Chris Reynolds highlighted projects being let from March through July.
- Jim Earl of INDOT and Ed Leonard of Parsons Brinkerhoff presented on the Illiana Tier 2 corridor study which will better define the B3 corridor. The projected benefits to Indiana would include better travel time savings, job creation and economic development. Public meetings are scheduled for April 16 and April 18 and in early summer and a public hearing in the fall of 2013. Discussion followed.

7. Transit Operators Reports

• **NICTD** – Joe Crnkovich reported that ridership is down from March 2012 totals but should be up in April due to spring break and baseball season. The ridership survey starts today. Work on the new high-level platform at the Dune Park Station has begun. Catenary replacement continues east of Michigan City.

Transportation Policy Committee Meeting April 9, 2013 Minutes

• **GPTC** – David Wright reported that ridership figures are down 5% over March of 2012 due to fewer service hours. The 2013 co-marketing campaign with the Railcats has begun and GPTC will begin serving a larger senior community on the US 20 corridor. Sidewalks are needed on US 20 between Clay and Lake Streets. TOD plans are being put together by the City of Gary near the Miller Station.

8. Local and Regional Transportation Projects Update.

No reports.

9. Federal Highway Administration/Federal Transit Authority

NIRPC's certification review will take place June 18 to 20 with a public meeting. INDOT's STIP public meetings will be held on May 9 from 3 pm to 6 pm at the LaPorte District office. The new division administrator, Rick Marguis starts in June.

10. Planning Neighbors

- Chicago Metropolitan Agency for Planning No report.
- South Suburban Mayors and Managers Association Tom Vander Woude said Illinois Governor Quinn
 appointed a new millennium reserve steering committee to look at projects in the Calumet area for
 green infrastructure and multi-use trails. Tom is working with Kevin Garcia on GIS data.
- Southwestern Michigan Commission No report.

11. Other Business, Public Comment and Upcoming Meetings at NIRPC

Announcements -

Stu Summers asked that a briefing on HB 1067 be put on next month's agenda. The bill, the Federal Fund Exchange Program, would allow a county or city to sell its federal funds to IDNOT at not less than 75 cents on the dollar.

Upcoming Meetings:

- Pathway to 2040 CRP Implementation Committee will meet Thursday, April 11 at 9:30 a.m.
- NIRPC Full Commission/Executive Board 9:00 a.m. April 18
- Illiana Corridor Public Meeting 5:00 p.m. to 8:00 p.m. April 18 at Lowell Middle School, 19250 Cline Avenue, Lowell
- Cornucopia 8:00 a.m. to 3:00 p.m. April 25 at Woodland Park in Portage (registration required)
- Environmental Management Policy Committee 9:00 a.m. May 2
- Environmental Boot Camp May 7-9
- Land Use Committee 10:00 a.m. May 15
- NIRPC Full Commission/Executive Board 9:00 a.m. May 23

The next Transportation Policy Committee meeting will be at 9:00 a.m. Tuesday, May 14, 2013 at NIRPC.

Chairman Pettit adjourned the meeting at 10:45 a.m.



25.

201 W. Center Court Schaumburg, Illinois 60196

100 N Senate Avenue, #N642 Indianapolis, Indiana 46204

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MEETING SIGN-IN SHEET

Date: April 10, 2013			
Location: Cedar Lake Ministries, Cédar Lake, IN			
Purpose: Lake County Emergency Sorvice Providers Stake holder Meeting			
Name 1. Sick Kampone 2. Katie Kukielka 3. Jim Ext	Passons Brinderhoff IDOT / AECOM INDOT	Email Address Tamponera e pobworld. com Karie. Kukleika@aeconillinois.gov JENGLEINDOT.W.GOV	
6. MATE Kleefisch 7. Charles Scott	TRI-CREEK SCHOOLS " II TRI-CREEK EMS	phowerd & tricreek, KIZ. In. US NKIEEfisch & TRIENCEK, KIZ. IN. LOWELL FD @ Com Cast. INET emalson (6960005.com	
9. CRAIGEARIEN 10. Dan Morchek	Lower Town Country Lake Canty Sheriff Town OF Courter	dmorchekelakecountysheriff.com Jmandone msn.com donparkertaegwan.com	
13. BOB CARNAMAN 14. LOSSE SATON 15. PICK POWER	PARSONS BRINCHORD	Etowncouncille att. net Statenille att. net powellw a powerla.com TERRY, Smerry ECEDERMEEN.ORG	
17. 7000 WILKENING 18	CEDAR CAKE FD	CEDAR LAKE FIRE @ SELLWEAL, NET	
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Illiana Corridor Phase 2 Study

STAKEHOLDER MEETING SUMMARY

Lake County Emergency Service Providers

Date: April 10, 2013 Time: 8:30 AM (Central)

Location: Cedar Lake Ministries, 13701 Lauerman Street, Cedar Lake, IN 46303

Introductions of meeting attendees was conducted. J. Earl then provided a PowerPoint presentation which started with an overview of the local road connectivity process and status of road connectivity analysis since a prior meeting with EMS involvement. The discussion of current connectivity findings proceeded from west (State Line Road) to east (I-65).

<u>State Line Road</u> was indicated to remain open. It was pointed out by the emergency service providers (ESP) that State Line periodically floods south of the proposed Illiana crossing.

<u>Sheffield</u> – Proposed to be closed - Not much comment was made during the discussion of proposed closing of Sheffield. Discussion of installing a frontage road between Sheffield and State Line Road received a lot of support from ESP.

<u>White Oak</u> – Proposed to be closed – Concern was expressed for possible closure of White Oak. Lowell town council members stated that farmers use White Oak instead of US 41 due to incidents, including fatalities, involving farm equipment mixing with traffic on busier roads (like US 41). Both the ESP and Tri-Creek Schools liked the idea of a frontage road connecting White Oak to US 41. School district also mentioned that a number of school children live on White Oak.

Concerns were expressed regarding the design of dead-end roadways at closures and having adequate space to make a turn around. Concerns were also expressed about situations when it would not be possible to bypass/go around an incident to use a turn-around. The Illiana team members responded that the design of turn-arounds will provide hammerhead or cul-de-sac designs which would be sufficient to enable a bus or fire engine to turn around.

J. Earl explained that attention needed to be paid not only to the initial response time to get to a location, but also the time required to travel to the emergency facility/hospital – both legs of the service call are equally important.

ESP and law enforcement questioned if they would be allowed to access the Illiana without having to pay tolls. The Illiana team members responded that access points could be provided to enable free access to the highway.

Marshall – Proposed to be closed – Not much disagreement with proposed closing of Marshall. Questions were posed about possible future development and impact on response times to those areas. Marshall is currently a gravel road and would need improvement to handle new development regardless of Illiana. The Illiana team members responded that future development needs to be verified and possible access points to facilitate development, without requiring frontage roads, needs to be identified.

<u>Harrison</u> – Proposed to be closed – ESP indicated they typically take SR 2 from Lowell directly to Harrison to head north instead of using SR 55. J. Earl indicated that 163rd will remain open for use south of Illiana as a



Illiana Corridor Phase 2 Study

frontage road between SR 5 and Mississippi. ESP noted that there would be potential for big delays on the south side of Illiana if Harrison and Broadway were both closed.

<u>Broadway</u> – Proposed to be closed – There was quite a bit of discussion by ESP, law enforcement, and school district regarding desire to keep Broadway, in addition to Mississippi, open. Reasons include farm equipment usage, school bus routing, and emergency response times. A possible frontage road north of, and parallel, to the Illiana was also discussed.

Additional Discussion Items

Emergency access to the Illiana was requested by ESP at Holtz, Morse, and Mount. J. Earl indicated that emergency service access points would be located approximately 3 – 5 miles apart.

The need for an interchange at SR 55 was questioned. J. Mandon, planner for Town of Lowell, supported the interchange. D. Parker, Town of Lowell, questioned the interchange cost vs. cost of keeping Broadway and Harrison both open. There was debate of what would be better for the community.

Cedar Lake, Lake Dale, and Lowell (among other) Fire Departments utilize a Mutual Aid Box System when responding to fires. There is a need to setup an evening meeting with all involved departments/fire chiefs to discuss overall operations and response jurisdictions. R. Rampone to contact Lake Dale Fire Chief Ryan Kennedy to determine his availability and then arrange an evening meeting in the near future.

There was a question of who will be in charge of law enforcement response on Illiana – County or State. Preference is to have County (Sherriff) responsible as more local resources available and better coordination with local fire departments. It was pointed out that three firefighters have been struck over the past few years while on interstate calls.

The Tri-Creek ambulance service area includes Eagle Creek, West Creek, and Cedar Creek townships. The origin for their service is the Lowell Fire Station and the primary destination for post-response is St. Anthony's Hospital in Crown Point.

There are major weather issues in this area – especially fog and ice on overpasses. ESP questioned how ice removal will be provided at overpasses by the P3 concessionaire.

Attendees questioned how the residents who are paying taxes in southern Lake County will benefit from having to also provide the additional EMS and law enforcement services that may be required with the Illiana. A major concern expressed is that current EMS and law enforcement budgets barely meet current needs and providing additional services will not be feasible. Providing appropriate funding should be part of the P3 procurement stipulated by IDOT and INDOT. J. Earl indicated that sample agreements from the Ohio River Bridges (ORB) can be provided to the EMS providers. He further indicated that it is still early in the process to provide details of how possible private funds would be allocated.

There were questions and discussion regarding if lighting around interchanges and over/underpasses will be included in the designs. ESP indicated I-65/109th Street interchange (Exit 249) as an example of type of lighting they would prefer.

Concerns were indicated by ESP of underpasses under the Illiana meeting farm equipment clearance requirements.



Illiana Corridor Phase 2 Study

Concerns were also indicated by law enforcement about rest areas being incorporated into the Illiana. Rest areas require additional attention and patrols.

In response to questions/suggestions regarding frontage road locations, it was pointed out by the project team that locating frontage roads very near to the Illiana alignment would be necessary to remain within the 2000-foot environmental corridor.

Questions were posed regarding the typical overpass width/length/aesthetics. The project team responded that specifics of each crossing would be based on site conditions, but that the maximum profile slope is 10%, although it is typically less than that, 37-foot width, and there would be a possibility of providing aesthetics on bridges.

Concerns were also raised regarding drainage at underpasses.

The meeting concluded at approximately 10:30 am (Central)

Attendees: (see attached Sign-In Sheet)



NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

Together We Make The Difference _____

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PATHWAY TO 2040 COMPREHENSIVE REGIONAL PLAN IMPLEMENTION COMMITTEE

April 11, 2013 - 9:00 AM @ NIRPC

AGENDA

1. Call to Order by Chair

Michael Griffin, Chairman

- a. Pledge of Allegiance
- b. Welcome and Introductions
- c. Approval of Minutes January 10, 2013
- 2. CRP Presentation Non-Motorized Transportation & Tourism

Mitch Barloga, NIRPC

- 3. Best Practices
 - a. Redevelopment
- 4. Land Use Committee Report

Eman Ibrahim, NIRPC

- a. Livable Centers Update
- b. Creating Livable Communities (CLC) Program
- 5. Urban Core Subcommittee Report

Jack Eskin, NIRPC

S-1028

6. Illiana Corridor Report

Ron Shimizu, Ed Leonard

- 7. Current Initiatives
- 8. Schedule of Meetings:
 - a. 2013 Meeting Schedule:

April 11 July 11

October 10

- 9. Other Business
 - a. Staff Comments/Announcements
 - b. Committee Announcements
 - c. Public Comments

10. Adjourn

Next Meeting: Thursday, July 11, 2013 @ 9:00 AM at NIRPC



Illiana Corridor Study NIRPC Pathways to 2040 Committee April 11, 2013

Tier Tr









Presentation Agenda



- Tier One Recap
- What Happens in Tier Two?
- Next Steps







Tier One Recap

Tier Two







History of Illiana



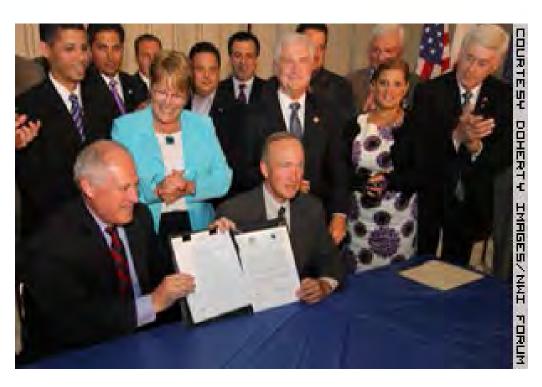
- 1909 Plan of Chicago recommended an "outer encircling highway"
- Studied by regional planning agencies in NE IL & NW IN in the 1960s and 1970s
- Recommended in previous long-range transportation plans by NIRPC & CATS
- Feasibility study completed in 2009 by Indiana and a supplemental study in 2010 by Illinois





Bi-State Partnership

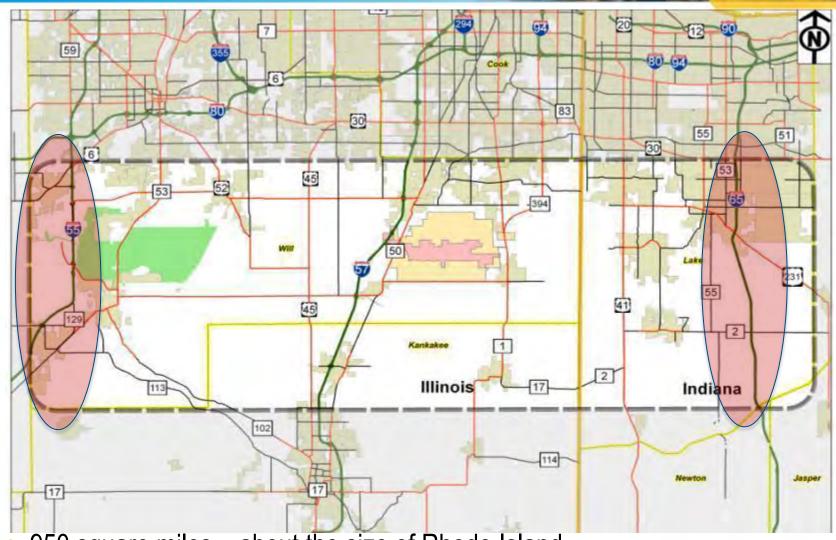




- Indiana & Illinois Governors signed MOA in June 2010
- Both states passed P3 legislation for Illiana in 2010
- Joint INDOT & IDOT Illiana Corridor Study initiated in April 2011



Study Area



- 950 square miles about the size of Rhode Island
- Parts of Will and Kankakee (IL) and Lake (IN) counties



6

Study Process





STAKEHOLDER INVOLVEMENT

Identify Transportation Needs Develop & Evaluate
Alternatives for
All Modes



COMPLETED JANUARY, 2013

Tier Two

STAKEHOLDER INVOLVEMENT

Detailed Engineering and Environmental Studies of Preferred Alternative

COMPLETION WINTER/EARLY SPRING 2014











Corridor Planning Group & Technical Task Force



PROJECT SPONSORS IDOT • INDOT • FHWA

CORRIDOR
PLANNING GROUP
(CPG)

ILLINOIS

Counties and Municipalities

Chicago Metropolitan Agency for Planning

Kankakee Area Study Transportation (KATS)

INDIANA

County and Municipalities

Northwestern Indiana Regional Planning Commission (NIRPC)

TECHNICAL TASK FORCE

Agencies (i.e. transportation, resource, etc.)

Communities, Counties, Other units of Government

Interested Groups

Organizations



Tier One Public Involvement



Tier One EIS Process



2011

STAKEHOLDER INVOLVEMENT AND AGENCY INPUT

2013

Data Collection

Purpose & Need

Alternatives Development & Evaluation

Preferred Alternatives

- > Establish CPG/ TTF
- > Data Collection
- Stakeholder Problem Statement
- TransportationSystemPerformanceReport

- > Incorporate technical analyses findings
- > Prepare Purpose & Need Statement
- Initial alternatives development and evaluation
- > Alternatives to be carried forward
- > Engineering & Environmental Analysis
- > Draft Environmental Impact Statement (DEIS)
- > Identification of preferred alternative
- > Final Environmental Impact Statement (FEIS)
- > Record of Decision





- Lack of continuous & multi-lane east-west roads
- Population & employment growth by 2040
- Vehicle trips will increase by 126% by 2040 resulting in increased congestion
- I-80 congested & assumed at full build out
- National truck freight increasing
- 47,000 daily intermodal truck trips by 2040
- Truck trips will increase by 193% by 2040

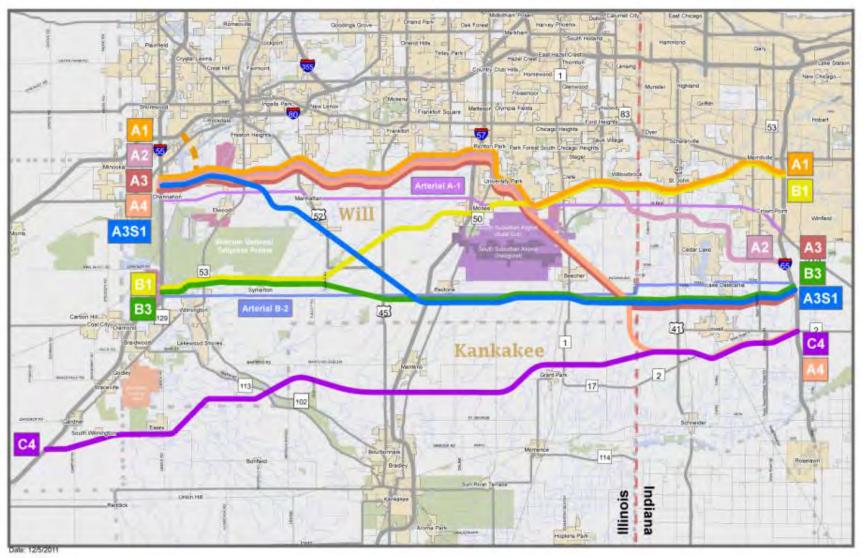






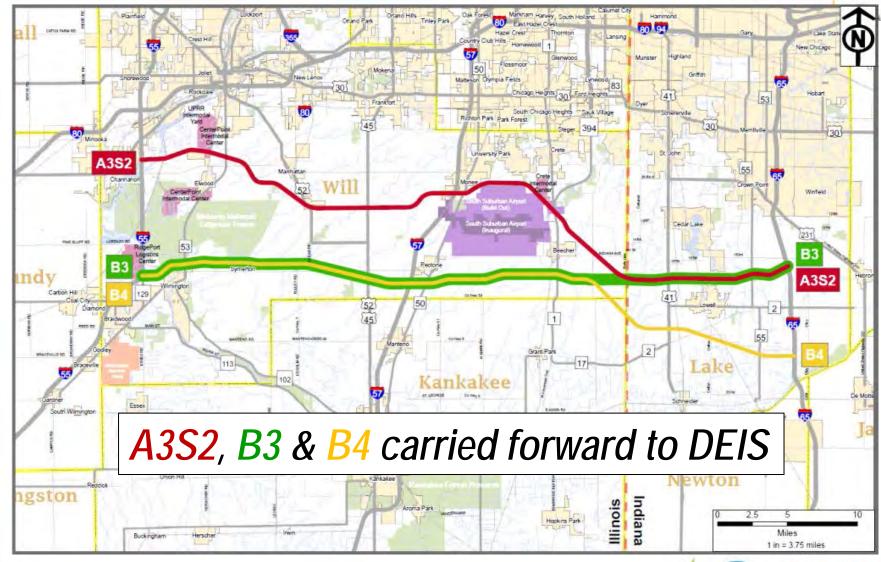


Initial Alternatives





Alternatives Carried Forward into DEIS





Selected Corridor: B3









What Does B3 Do For Indiana?

TRAVEL BENEFITS

Travel time savings on Study Area Arterials
\$1.8 Billion
over the life of the improvement in Indiana

\$3.7 Billionover the life of the improvement in Indiana

Less congestion on I-80 with up to 10,000 ADT reduction on the Borman

JOBS

2,250 Construction Jobs 7,500 Long-Term Jobs

ECONOMIC OUTPUT

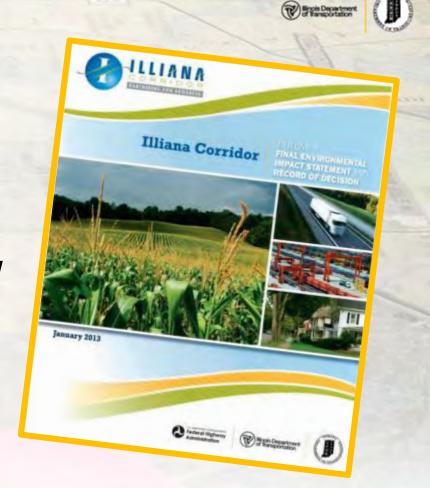
\$350 Million in Short-Term & \$1 Billion in Long-Term Economic Output





Tier One FEIS/ROD

- Tier One "Single Document" Final EIS/ROD approved January 17, 2013
- First "single document" in country approved under new MAP-21 streamlining provisions







What Happens in Tier Two?

Tier Two







Tier Two Schedule







CPG/TTF Meetings

Alignment Location



Determine Best 400' Alignment Using the 2,000' Corridor

- Coordinate with landowners for access
- Understand farm operations
- Coordinate with schools, emergency services providers
- Locate interchanges
- Road closure studies
- Alignment location will move
- Actual alignment will be determined fall 2013

400' Working Alignment Footprint within 2000' Planning Corridor



B3 Corridor – Further Studies

- Data Collection/Surveys
 - Ground
 - Environmental
 - Drainage
 - Geotechnical
 - Property Line

Interchange Types/Locations

Access and Land Use Assessment

Cross Road Connectivity Studies

Alignment Studies

Bridge/Drainage Studies

Studies of Sensitive Environmental Features

Studies of Underground Conditions

Financial Studies

Land Acquisition Studies



Tier Two Stakeholder Meetings

- One-on-one stakeholder meetings
 - Met with over 40 local officials & agency stakeholders
- Held five landowner meetings in February
 - Over 850 people participated
 - One-on-one discussions with study team
 - Met their LandownerRelations Representatives



COUNTIES

MPOs

EMERGENCY SERVICE PROVIDERS

SCHOOL DISTRICTS

FOREST PRESERVE / PARK DISTRICTS

INTEREST GROUPS

PROPERTY OWNERS



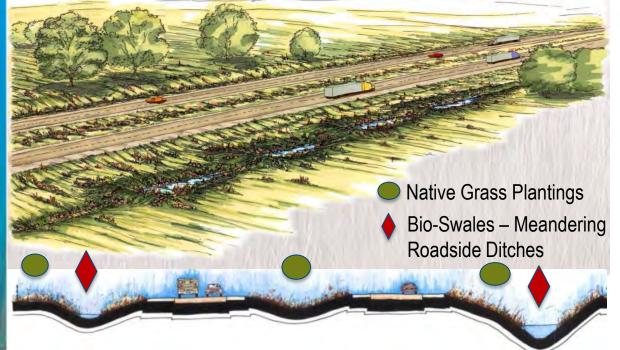
Corridor Sustainability & Context Sensitive Design

- Sustainability
 - FHWA's sustainable highway tool: INVEST (INfrastructure Voluntary Evaluation Sustainability Tool)
 - Green infrastructure
 - Stormwater best management practices
- Context Sensitive Design
 - Mimic existing grades
 - Naturalized drainage courses
 - Intentional alignment meanders and lane pair separations
 - Naturalized/native plantings
 - Wildlife underpasses
 - Aesthetic plan for structures



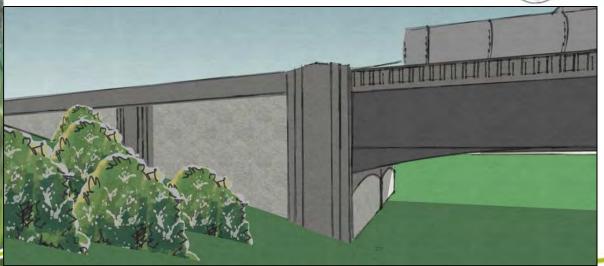


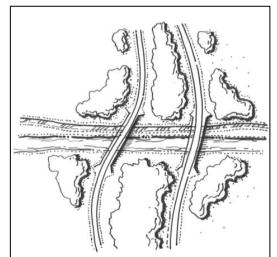
Context Sensitive Design Concepts















Corridor Land Use Planning

Projet Decembers ()

- State DOTs do not control land use
- "Corridor Land Use Options" from Tier One FEIS
- Facilitation of Land Use planning meetings
- Corridor-wide solutions sought
- Preservation options to allow consideration of future transportation & non-transportation uses
- 3 corridor-wide land use planning meetings – First meeting April 10







Funding & Implementation Options



Traditional Funding with Innovative Options:

- INDOT & IDOT exploring innovative finance mechanisms to fund this project
- MAP-21 increased Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance
- Public-Private Partnerships (P3)



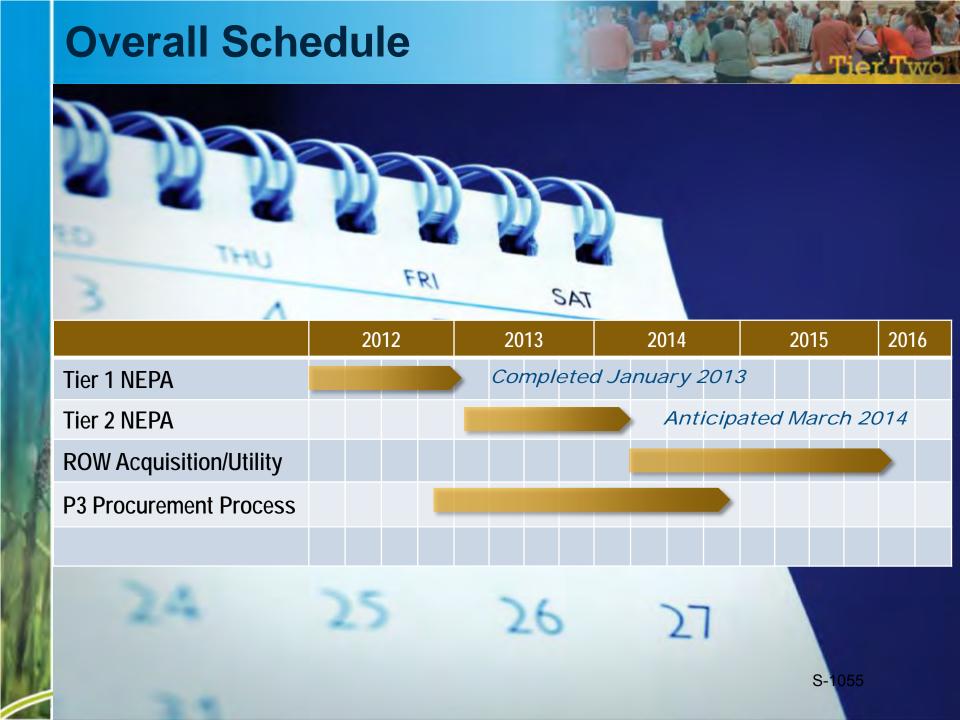


Driver for Jobs & Economic Development



- Need jobs now
- Many regional benefits beyond the corridor
- Funding is tight P3 represents new investment dollars
- P3 transfers risk/cost to the private sector
- State owns the land Private sector lease
- Starting P3 consideration with outreach







Next Steps

Tier Two







Next Steps

- INDOT to request amending NIRPC 2040 Comprehensive Regional Plan to include the Illiana Corridor as a fiscally constrained project at October 2013 Commission meeting
- Continued coordination with NIRPC staff and presentations to NIRPC Committees and key stakeholders



Tier Two Public Meeting #1:

April 16th ILLINOIS: Peotone High School April 18th INDIANA: Lowell Middle School



Pathway to 2040 Comprehensive Regional Plan Implementation Committee Meeting NIRPC Auditorium April 11, 2013 Minutes

Attendees

Alice Dahl, Cindy Rojas, Sergio Mendoza, Cecile Petro, George Malis, Mark Maassel, Kris Parker, Bruce Bendull, Sharron Liggins, Don Parker, Richard Morrisroe, Christopher Meyers, James Ton, David Wright, Joe Wszolek, Pat Pullara

Guests

Ron Shimizu, Katie Kukielka, Jennifer Alander, AJ Monroe, Gregg Fuhlenbron, Jim Bartos

Staff

Eman Ibrahim, Gabrielle Biciunas, Joe Exl, Jask Eskin, Sarah Geinosky, Bill Brown, Mitch Barloga, Kevin Garcia

Welcome and Introductions

Commissioner James Ton chaired the meeting for Michael Griffin and called the meeting to order at 9:10 a.m. with the Pledge of Allegiance and self-introductions.

Approval of Minutes

On a motion by Alice Dahl and a second by Don Parker, the minutes of the January 10, 2012 meeting were approved as submitted.

<u>Presentation – Non-Motorized Transportation and Tourism</u>

Mitch Barloga presented on trails and greenways supporting health benefits, green infrastructure and tourism. Obesity is over 30% nationally, surpassing smoking as the leading health hazard. Trails promote physical activity, connectivity and tourism. Trails are attractive to corporations which are locating their businesses within trail systems. Trails are an attractive amenity to prospective homeowners.

Best Practices – Redevelopment

Mitch Barloga highlighted the benefits of redevelopment in his presentation of the Bush Stadium in Indianapolis which was eventually developed as apartments and condominiums known as "Stadium Lofts" opening in August 2013. Offices in the high tech bio research medical district will be located in the outfield area of the former ballpark.

Land Use Committee Report

Eman Ibrahim gave an update on the Livable Centers Initiative (LCI) and the Creating Livable Centers (CLC) as a funding mechanism. These will help local communities in how to link land use and transportation using GIS. Staff is meeting with the communities to define their center boundaries, having already met with eight communities to date.

2040 CRP Implementation Committee Meeting April 11, 2013 Minutes

The Creating Livable Communities (CLC) program will support community-based transportation/land use projects to vitalize down town areas, transit station areas, etc. Funding will be available by October of 2013. Project examples were provided.

Urban Core Subcommittee Report

Jack Eskin reported that the committee met a month ago. Staff is interviewing stakeholders, meeting with planning departments, and identifying common themes to establish program areas. Existing efforts include the Livable Centers Initiative, Creating Livable Communities, the Marquette Plan update and a focus on the NWI regional at-grade railroad crossing study. Future efforts will include transit accessible design models, regional ports and Gary Chicago International Airport studies, intermodal studies, green infrastructure and environmental planning and a South Shore transit-oriented development study once funding becomes available. An Environmental boot camp workshop will be held from May 7-9 on environmental regulations, brownfield redevelopment strategies and regional case studies.

Illiana Corridor Report

A status report on the Illiana Corridor was given by Ron Shimizu from the consulting firm of Parsons Brinkerhoff. The study is going into the Tier 2 corridor study phase, which will better define the B3 corridor. The projected benefits to Indiana would include better travel time savings, job creation and economic development. Public meetings are scheduled for April 16 at the Peotone High School in Illinois from 5 pm to 8 pm and April 18 at Lowell Middle School in Indiana, also from 5 pm to 8 pm. and in early summer. No build is still an option. A public hearing will be held in the fall of 2013. It is expected that NIRPC would take action to include the project in their 2040 plan by the October 2013 Full Commission meeting. Discussion followed. It was noted that the forecasts shown in the report conflict with the forecasts used in the 2040 Plan and will need to be reconciled. The total cost estimate for the Illiana project is \$1.3 billion. Indiana's cost is about 25% of that; however, costs to INDOT for land acquisition and improvements to I-65, SR 41, etc. are unknown at this time. It was projected that major truck lines will use the tollway system, while independent truckers may be less inclined to pay the tolls.

Current Initiatives - Joe Exl

- Air quality diesel oxidation catalyst project is moving forward to put control devices on municipal vehicles
- Marquette projects update has started with the urban core subcommittee, and we are waiting for the RDA to approve the contract
- Green infrastructure pilot projects: We are working with Cedar Lake in connecting people with nature features and preserving water quality benefits. We are also working with East Chicago on stormwater retrofits for energy conservation. Both projects will be finished by June.
- We submitted a grant application to IDEM for the Deep River-Portage Burns Waterway watershed. We
 have not heard whether we were awarded the grant; however, IDEM has agreed to do water quality
 assessment of approximately 35 sites along the watershed area, which will result in approximately
 \$30,000 in cost savings. IDEM is also doing a total maximum daily load study on the amount of pollution
 that can go into the waterway while still meeting our water quality standards.

Schedule of Meetings - 2013

The next meetings will be held on July 11 and October 10 at 9:00 a.m. at NIRPC. Meetings are held the second Thursday of the month, quarterly.

Other Business

There was no other business.

2040 CRP Implementation Committee Meeting April 11, 2013 Minutes

Acting Chair Ton adjourned the meeting at 10:55 a.m.

Handouts and materials provided:

Agenda Packet

Requests for alternate formats, please contact Mary Thorne at NIRPC at (219) 763-6060 extension 131 or at mthorne@nirpc.org. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

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NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION FULL COMMISSION/EXECUTIVE BOARD MEETING Thursday, April 18, 2013, 9:00 A.M. 6100 Southport Road, Portage, Indiana

AGENDA

Call to Order and Pledge of Allegiance — Dave Uran		9:00 a.m.
Governor's Appointment – Attorney David Hollenbeck		9:01 a.m.
Staff Service Award – Ty Warner		9:02 a.m.
Report of the Chair – David Uran		9:03 a.m.
Presentations: Lake Michigan Coastal Program — Sergio Mendoza Environmental video trailer — Lee Botts		9:08 a.m. 9:23 a.m.
Approval of Minutes of March 21, 2013	Pages 1-3	9:28 a.m.
Environmental Management Policy Committee – Kevin Breitzke, Chair MS4 Update – Kathy Luther	Page 4	9:29 a.m.
Finance and Personnel Committee, Blair Milo, Chair A. Budget Amendment B. Procurement Recommendations	Pages 5-10	9:39 a.m.
Legislative Committee - Tom McDermott, Chair		9:50 a.m.
Transportation Policy Committee - Shawn Pettit, Chair	Page 11-12	9:55 a.m.
Land Use Committee - Richard Murphy, Chair	Page 13	10:00 a.m.
Pathway to 2040 Implementation Committee - Michael Griffin, Chair	Page 14	10:05 a.m.
INDOT, Robert Alderman, La Porte District Director Illiana		10:10 a.m.
Northwest Indiana Economic Development District, Roosevelt Allen, Vice-President		10:20 a.m.
Other Business		10:25 a.m.
Public Comment		10:30 a.m.
Announcements		10:35 a.m.
Report of the Executive Director - Ty Warner		10:40 a.m.
Adjournment		10:45 a.m.